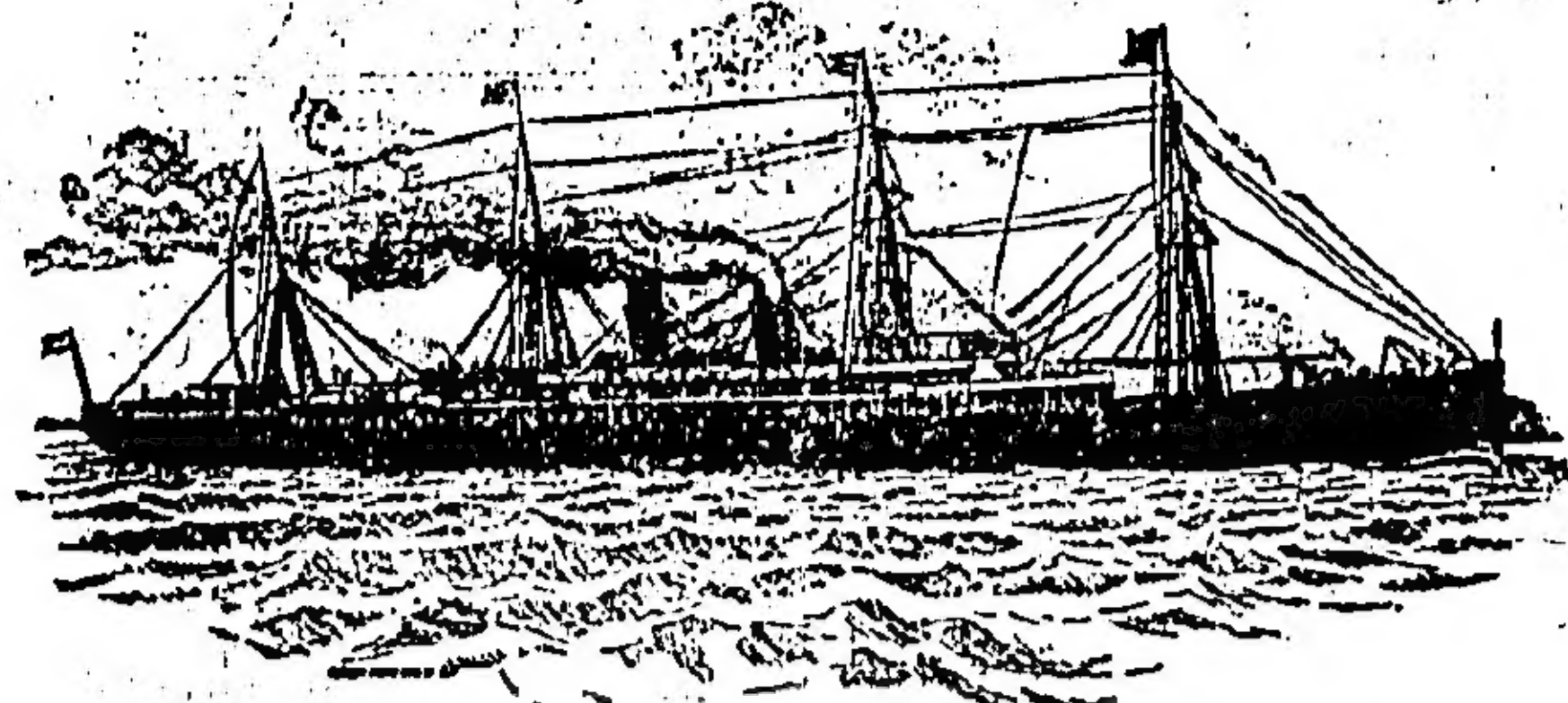


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC".....	4,784 Gross Tons.....	SATURDAY, 16th April, at Noon.
"SIBERIA".....	11,284 ".....	SATURDAY, 30th April, at Noon.
"COPTIC".....	4,352 ".....	THURSDAY, 12th May, at Noon.
"KOREA".....	11,276 ".....	TUESDAY, 24th May, at Noon.
"GABIC".....	4,205 ".....	SATURDAY, 4th June, at Noon.
"MONGOLIA".....	4,205 ".....	THURSDAY, 16th June, at Noon.
"CHINA".....	5,060 ".....	TUESDAY, 28th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, HONOLULU, TO-MORROW, the 16th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first-class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

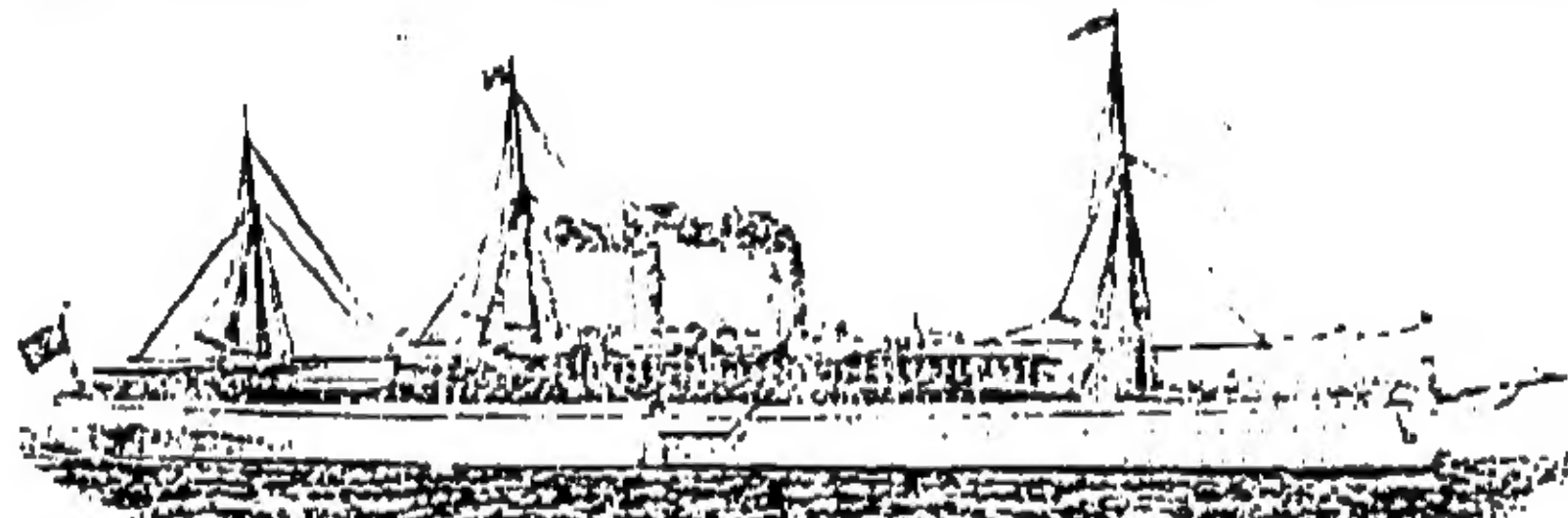
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-looks throughout; dock bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 15th April, 1904.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots. PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA".....	6,000 Tons.....	WEDNESDAY, 20th April.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 11th May.
"TARTAR".....	4,425 ".....	SATURDAY, 21st May.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 1st June.

Hongkong to London, 1st Class, £40. via St. Lawrence £60. via New York £62. Hongkong to London, Intermediate on £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent, 9, Pedder's Street.

HAMBURG-AMERIKA LINIE.

OBTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	25th April. Freight.
ARTEMISIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	8th May. Freight.
MARBURG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	17th May. Freight.
STRASSBURG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	31st May. Freight and Passengers.
SEGOVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	14th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 15th April, 1904.

GO TO THE KOWLOON HOTEL, KOWLOON. J. W. OSBORNE, Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,".....	2,363 tons.....	Captain R. D. Thomas.
"POWAN,".....	2,338 ".....	G. F. Morrison, R.N.R.
"PATSHAN,".....	2,300 ".....	W. A. Valentine.
"HANKOW,".....	2,073 ".....	C. V. Lloyd.
"KINSHAN,".....	2,860 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted). Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,".....	1,998 tons.....	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M. During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at 12.30 P.M. Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....	2,119 tons.....	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SINAM,".....	588 tons.....	Captain B. Branch.
"NANNING,".....	569 ".....	C. Huchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 2nd April, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUNDRELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAPAN	First half of May	SPORE & JAVA PORTS	First half of May
TJILATJAP...	JAVA via MACASSAR	Second half of April	JAPAN	Second half of April
TJIMAH ...	JAVA via MACASSAR	Second half of May	JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201, Hongkong, 8th April, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL ATTENTION. FULL LINE OF SUPPLIES ALWAYS IN STOCK.

C. W. CLARK, No. 4, ICE HOUSE STREET, Between Queen's Road and Des Voeux Road.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Lunch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

20, QUEEN'S ROAD, Watson's Building.

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 35, Queen's Road, Central. Hongkong, 5th January, 1904.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS OF TWENTY PER CENT. upon contributions for the year 1903 has been declared.

WARRANTS will be issued on the 4th May. By Order of the Board,

C. MONTAGUE EDE, Acting Secretary. Hongkong, 14th April, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

DR. M. H. CHAUN, 27, DES VOEUX ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 2nd January, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegram, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TEAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

JUST LANDED.

A LARGE VARIETY OF PERFUMERY

Well-known Make, and Stationery in all Styles to suit various requirements.

INSPECTION EARNESTLY SOLICITED.

H. RUTTONJEE,

No. 5, D'Aguiar Street,

or

36 to 38, Elgin Road, Kowloon, Hongkong, 12th April, 1904.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Alcock, Bouchard, Joliet, Volpene and others, combats all the disorders to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkable shortening of the ordinary course of the disease, and a saving of the patient's strength and health, by laying the foundation of the disease and other serious diseases, its dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-known remedies have been powerless.

THERAPION No. 2 is a purifier of the blood, cures pimples, spots, blotches, pale and livid faces, rheumatism, secondary symptoms, gonorrhea, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of life. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 is for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, etc. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Chemists and Merchants throughout the world. Price in England 1/6 & 1/3. In ordering, state which of the three numbers is required, and direct above Trade Mark, which is a facsimile of the word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS,

CHARTERS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

16, DES VOEUX ROAD CENTRAL,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903.

SAVARESSE'S SANDAL CAPSULES

Not made of Guttapercha, most efficacious remedy for all kinds of skin diseases.

Full directions. All Chemists.

Sole Agent, Hongkong.

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

ICE HOUSE ROAD.

It is now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a speciality.

Hongkong, 12nd September, 1903.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW,

(SATURDAY) and MONDAY,

the 16th and 18th April, 1904, at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Voeux Road, (Corner of Ice House Street),

SUNDRY HOUSEHOLD FURNITURE,

Comprising—

SILK TAPESTRY DRAWING ROOM SUITE, TEAKWOOD SIDEBOARD with BEVELLED GLASS, TEAKWOOD

DRESSING TABLE and OVERMANTEL with BEVELLED GLASS, DINING

TABLE, MARBLE-TOP WASHSTAND, DINNER SERVICE, CROCKERY WARE,

CUTLERY, DINNER, TEA and DESSERT SETS, ELECTRO-PLATED WARE,

GLASSWARE, ENGRAVINGS, DOUBLE and SINGLE IRON BEDSTEPS, FANCY

GOODS, &c., &c.

Also

One PIANO by Collard and Collard, and One TREADLE SEWING MACHINE.

Catalogues will be issued and the Goods will be on view on Friday.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th April, 1904.

For Sale.

FOR SALE.

INCANDESCENT

GASOLINE LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.

At the Hongkong

At the Hongkong

At the Hongkong

At the Hongkong

Intimations.

DIABETIC

Patients will hear of something to their advantage, by writing to the Diabetic Institute, St. Dunstan's Hill, London, E.C.

NOTHING TO PAY.

[474]

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that T. C. WILLIAMS COMPANY (INCORPORATED) of 111 Fifth Avenue, New York, U.S.A., Tobacco Manufacturers, have on the 30th day of December, 1903, applied for the Registration in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Marks:—

The words "VICTORY," "DIADAM," "IMPERIAL RUBY," "WELCOMENUGGET," "JUNO," "GYPSY," "OCTOBER," and "CORA," in the name of T. C. WILLIAMS COMPANY, who claim to be the Proprietors thereof. The Trade Mark has been used by the applicants in respect of the following goods: Manufactured Tobacco in class 45.

Dated the 14th day of March, 1904.

DENNIS & BOWLEY, Solicitors for the Applicants.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE.

&c. &c. &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

ADDRESS—2, ICE HOUSE ROAD.

W. STUART HARRISON,

Manager.

Hongkong, 12th April, 1904.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY, OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept of First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SHEWAN & CO.

Hongkong, 15th April, 1904.

THE NEW GIBBON'S GLIMPSE OF THE FUTURE.

BY G. W. STEVENS.

(Concluded.)

VI.—COMMERCIAL POWER.

The tradesmen of the preceding generation were thankful to become the managers and the shopwalkers of their inflated suppliers, and earned a livelihood by disposing of goods for their masters at a third of the price they had formerly asked and obtained for themselves. The plausible sophistries of political economy celebrated the commercial revolution as a triumph of the division of labour; but its moral effect on the people was as far-reaching as it was pernicious. Commercial power, hitherto divided with an approach to equality among a thousand merchants, now rested with a few groups, who absorbed and magnified the profits due to the labours of their subordinates. Of these the status of inferiority, without responsibility or opportunity, worked its necessary effect: they no longer possessed that vigour of character which is nourished by the consciousness of self-dependence and the habit of individual judgment.

When, as became ever more frequent, a great business was in the control of a limited company, the rigour of subordination verged upon the hopelessness of serfdom. The clerk of a personal employer might aspire for a partnership, and confidently demand humanity; but the servant of a body of directors sighed in vain for a position either of authority or of reasonable comfort. In this organisation of business, the peculiar product of the Victorian Age, the sense of responsibility slipped from the directors as from the directed; it was not their concern, so they argued, if employees were underpaid or the public cheated; all that was done was in the name and in the interests of the shareholders. These, in their turn, passing back their consciences to the directors, were satisfied to cloak their vicarious wickedness with a convenient ignorance.

While the fires of ambition were extinguished in the breasts of the lower, and the voice of conscience silenced among the higher, circles of commerce, a particular corruption was reserved for the consumers.

The wives of artisans and labourers had hitherto looked to their own industry for the clothing of themselves and their children—as the smaller conveniences of the slender household had been made in moments of leisure by the labour of the husband. The new methods of trading cheapened everything, and especially clothing, to a price within the compass of the poorest; but in doing so it rudely broke the tie which bound the lower classes to their homes. The wife, who had been wont to pass the evening in the manufacture of garments for her children, now bought them at some great emporium; and, emancipated at once from the necessity of work and the practice of frugality, devoted the evenings to idle gossip or empty frivolity. On her trivial excursions she would be accompanied by her young children, which exposed their delicate immaturity to cold at the hours when it should have been fortified by sleep. The husband and father, no longer finding in his home the companionship craved by his brief hours of relaxation, sought it with better success at one of the gaudy public-houses, whose lights at the corner of every street attested the vices and the misfortunes of the poor.

The prevailing deterioration, which did not overlook the lowest, fastened greedily upon the highest ranks of the population. The Court, as a standard of polite manners, had almost ceased to exist. The retired life of the venerable Victoria during her later years left the leadership of fashion vacant, and the landed nobility was too impoverished, as well as too proud, to struggle for the viceregency. The field of so-called society was left open to any adventurer with the effrontery to usurp it. Thus arose an inner circle of fashion, or, to call it by its contemporary and more appropriate name, of smartness, based neither upon birth nor elegance of manners, nor even invariably upon wealth, but rather upon a bold and clever arrogance, and supported in the general estimation mainly by brazen advertisement. An aristocracy of birth may be unintelligent, but it has usually fixed and sustained a high standard of deportment and, within certain limitations of conduct. But a society like that of London, where the loudest voice was the most eagerly listened to, was immediately fatal to every canon of propriety and good taste. In effrontery of demeanour, in license of speech, in gaudiness of dress, in the use of paints and cosmetics, the Englishwomen of fashion drifted farther and farther from their father's modest ideal of a lady—till at length there was not wanting the final scandal of women with honest reputations studying and imitating with a too easy fidelity the costumes and allurements of the most notorious French courtesans.

VIII.—SUPPRESSION OF THE INDIVIDUAL.

The love of letters might have been expected to oppose a barrier to the all-conquering vulgarity of the age. It was diffused over every class of society; the commonest labourer had acquired a taste for reading; Tennyson and Hall Caine were the themes of dissertations in the mining centres of the north and the pulpits of dissenting chapels. Never had books been so abundantly published or so widely read; the general average of literary merit had never been so high; but this age of mediocrity passed away without having produced a single writer of original genius, or who excelled in the arts of excellent composition. With the vast increase of readers promoted by the spread of elementary education, the social standing, as the monetary rewards, of authorship increased in equal proportion; but this, alas, while it lowered the standard of taste, at once inflamed the cupidity and diverted the ambition of men of letters, and what once had

been a single-minded devotion generated into a trade, pursued rather for its accidental emoluments than for its intrinsic charm. The rates of pay of novelists were quoted by the agents like the prices of stock on the Exchange, or the chances of a horse race; and he who, by economising his genius, might have been a master, squandered his stores in profuse overproduction.

With the plethora of books came a surfeit of commentaries on work which juster canons would have left to the revision of posterity. A cloud of critics of anthologists, and of logrollers darkened the face of letters, and upon the decline of genius soon followed the corruption of taste. The last outrage upon the language of Shakespeare and Fielding was a swarm of periodical leaflets, concocted of illiterate novelties, unmeaning statistics, American jests and in prodigious quantities by the lower order, and, by ruining the business of those who purveyed sincere if not masterly compositions, contributed more than any other cause to the debasement and final extinction of English letters.

With the proud spirit of empire sunk into the narrow greed of the shareholder; with physical force at its ebb, sports corrupted, and martial spirit tamed; with domestic business so organised that it stifled individuality and fostered dishonest misdeeds among traders, and invited the depravity of customers with elegant manners and polite letters a tasteless relic of the half-forgotten past—the British Empire entered upon the twentieth century under the gloomiest auspices. To the acuter eyes of succeeding generations that gloom is heightened by the reflection that the mutterings of the coming earthquake were all unheeded by contemporaries; that they prided themselves on the greatness of their dominion, and hugged the specious perfection of their civilisation. Yet decline was already accomplished and irremediable, and fall was too surely impending.

The fair city still stood, but men were wanting within it. Vulgarity, mediocrity, and cheapness had warped and stunted the most generous natures. The minds of all were reduced to the same level, the high spirit of empire evaporated, and little interests, with sordid emotions, inspired every soul. Civilisation had completed its work in the suppression of the individual, and the British, the most virile of barbarians, the most forward and energetic of mankind, were designated by their very virtues as the first to experience the dire results of its consummation. The diminutive stature of mankind was daily sinking below the old standard; Britain was indeed peopled by a race of pygmies, and the puny breed awaited only the onset of the first crisis to become the woful patient of defeat and ruin.

ACCIDENT IN AN ENGLISH COAL PIT.

While working in a Hanley coal pit some years ago John Henshall lost an eye from a spark at the pick-end. The injury set up inflammation, which compelled the doctors to remove the eye. Finding his occupation as a miner gone, he has since worked as a gardener and at odd work. He is a most respectable and intelligent man, the victim of repeated misfortunes.



Mr. John Henshall.

Victim of an accident at Hanley.

"I am getting on in years," he said—"nearly sixty-eight—and since I lost my eye I have done no work in the pits. That is, however, not the only trouble I have had. For two years I was laid up with an attack of liver complaint, which caused acute indigestion. I also suffered from nervous debility. I had agonising pains in the head, and was subject to feelings of giddiness. I was hardly able to get up in the morning, and I used to feel at times like a man out of his mind, and but for Dr. Williams' pink pills I don't know what would have become of me."

"To see if I could get any benefit," said Mr. Henshall, continuing his story, "I went to Rhyl, and spent three weeks at one of the convalescent homes there. But I got no better; in fact, while I was at Rhyl I thought my end was approaching, and feeling that I should rather die at home, I came back to Staffordshire. I still suffered on my return, and for a time I became an out-patient at the North Staffordshire Infirmary. It was Dr. Williams' pink pills for pale people that eventually cured me."

"How came you to take them?"

"Why, my son came from the North of England to visit me, and to see if the change would do me any good I went back with him to his home. My son was at that time taking Dr. Williams' pink pills for pale people, and he gave me some to try. I took the greater part of a bottle and in a fortnight they made a new man of me. I was able to go to work."

"And how is your health to-day?" was the next question.

"Oh, I am much better," replied Mr. Henshall. "I have a better appetite, my nerves are stronger, and I seem to have more vigour in me. Considering my age, I am feeling very fit indeed."

Mr. Henshall, asked if he had any objection to his story being published, said: "I have only told you what is true, and there can be no objection to that being published."

The who have suffered from diseases arising from poor blood and shattered nerves—anaemia, bile, consumption, eczema, headache, indigestion, kidney diseases, rheumatism, scrofula. Dr. Williams' pink pills have cured these and other diseases in countless cases. Women they especially help in those characteristic troubles which they do not talk about. The pills are not a cure-all. They cure by action on the blood and on the nerves, curing fits, paralysis, locomotor ataxia, St. Vitus' dance, neuralgia. Only the genuine pills, bearing Dr. Williams' name, cure. Substitutes never cure. Genuine pills put free from Williams' Medicine Company, Holborn-viaduct, London, for two shillings and ninepence; but can be had at all medicine shops if you take care to get the right ones, which did so much good to this victim of Accident and Misfortune.

Intimation.

The ROBINSON PIANO Co., Ltd.



Hongkong, Shanghai, and Singapore.

Hongkong, 29th March, 1904.

[39]

Notice of Firm.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM this date and during my absence from the Colony, Mr. C. MONTAGUE EDE will act as SECRETARY of the Society.

By Order of the Board,

W. J. SAUNDERS, Secretary.

Hongkong, 11th April, 1904. [495]

For Sale.

FOR SALE.

SECOND-HAND MARINE BOILER, Diameter 10 ft., Length 10 ft., immediate delivery.

Apply—

G. FENWICK & CO., LTD., 13, Praya East.

Hongkong, 12th April, 1904. [496]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.
In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th August, 1903. [497]

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quantity) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1904. [498]

Shipping—Steamers.

FOR ILOILO.

THE Steamship

"PRONTO,"

Captain Grandt, will be despatched for the above Port, on SUNDAY, the 17th instant, at Daylight.

For Freight, apply to

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 11th April, 1904. [499]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Hodgins, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, 14th April, 1904. [500]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched for the above Port, on MONDAY, the 18th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 14th April, 1904. [501]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain J. G. Offitt, will be despatched for the above Ports, on TUESDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 14th April, 1904. [502]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904. [503]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers are lighted with Electricity. The Saloon is under European Supervision.

First Class European \$8.00
Second Class European 3.00
First Class Chinese 1.50
Second Class Chinese80
Deck30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 23rd March, 1904. [504]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [505]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIEN,"

Captain Le Boispeiller, will be despatched for the above Ports, on or about MONDAY, the 18th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 11th April, 1904. [506]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SHIMOSA" Early May.

For Freight and further Information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 4th April, 1904. [507]

FURNITURES.



WATSON'S

TOILET PREPARATIONS

WATSON'S GLYCERINE AND CAR-

BOLIC SOAPS effect a saving of 50%,

owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Dog Soap is the best thing of its kind in the market.

WATSON'S TAI YUEK FONG HAIR

WASH prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTI-

FRICE. In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904.

TELEPHONE NO. 155.
CABLE ADDRESS: "ACHKE," HONGKONG
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM, ...
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

CYPRIOL CAPSULES.

THE MODERN REMEDY for CON-
TAGIOUS SKIN DISEASES does
not salivate or affect the gums like Mercury.
Doctors recommend them.

BOTTLES of 50 Capsules...\$2.75 each

TO BE HAD AT

THE PHARMACY

QUEEN'S ROAD, CENTRAL, HONGKONG.

A. STEVENSON,
Chemist.

Registered by the Pharmaceutical Society.

Hongkong, 14th April, 1904.

NOTICE

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On the 6th April, at Dimoon, Scotland, the wife of T. G. Scott, of a son.
At Gmel, Switzerland, on the 7th instant, the wife of PERCY R. WALSHAM, Chinese Customs Service, of a son.

MARRIAGE.

On the 4th April, at Christ Church, Malacca, by the Colonial Chaplain, Lionel Ernest, youngest son of the late Edwin Koek, to GERTRUDE MARY, second daughter of the late Richard Wicks, Duppas Hill-Croydon-Surrey.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 15, 1904.

LOCAL AND GENERAL.

JACK McULLIFFE the boxer is at Rangoon looking for a fight.

THE fourteenth case of plague, since the 1st January this year, is notified to-day. It is that of a Chinaman found dead in a washed opposite the Gas Works at West Point.

THE G. C. C. Somaliland reports the death of Major A. W. S. Ewing, North Staffordshire Regiment, 20 miles from Wadamago, having been mauled by a wounded lion.

It is understood that the Hon. F. G. Penney, Colonial Treasurer, who is on a tour of inspection in Penang, will be appointed acting Colonial Secretary on his return to Singapore.

THE petroleum ship *Drumclon*, which had been beached on Lombok island to prevent her from sinking after having struck upon a reef, has been floated off. Of 3,000 cases of oil which had been jettisoned, 1,200 have been recovered.

THE Amoy Commissioner of Customs estimates that the remittances made by 2,500,000 Amoy men who are earning money in Manila, Java, and the Straits amount to over ten million dollars a year, and that the 60,000 returned in 1903 probably brought back with them over six million dollars in hard cash.

THREE-fourths of a million passengers arrive at Canton in a year; and in view of the actual dearth of coin in that city during 1903, occasioned by the military operations in Kwangsi, it is thought probable that these passengers (even if there were no returned emigrants among them) left behind them more coin than they took away.

BY kind permission of Major Radcliff and officers the Band of the 93rd Burma Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 to 9.30 p.m.

PROGRAMME.

March... "Narmoon" Atherley
Overture... "Her Kneeling Lieutenant" Emil Tietze
Selection... "The Lady Slavey" Crook
Song... "The Song you Sing to me" Molloy
Selection... "The Sign of the Cross" Swan Carill
Valse... "Fruiter Printemps" Marais
Tarentelle... "The original Napoléon" Julien
God save the King.

INSPECTOR Hudson placed Wong Sam before Mr. Gompertz at the Police Court this morning on the charge of buying a girl named Li Choi Ying, from Tse Tsam, for \$30, and detaining her in a house of ill fame against her will. The woman went on Thursday to the office of the Registrar General to register another girl in her house, but was followed by Li Choi Ying, who there made the complaints against Wong Sam, and stated that she wished to be a good girl and go to work in the house of a dressmaker. The woman was promptly arrested, but on the application of Mr. D'Almada, solicitor, she was released on bail of \$1,000. The woman's defence will be heard on Monday afternoon.

M. BEAU, the Governor-General of French Indo-China, now finds the disadvantages of a commanding personality in raising up enemies who would fain see high office taken from him. Unable as they are to undermine his position, they unceasingly strive to turn public opinion against him by making out that he seeks to be relieved from the Governor-Generalship. Rumours to this effect have over and over again been proved to be groundless. But for all that, fresh reports of the same kind continue to be spread. Paris especially minis these rumours. The last one, set a-going early last month, gave it out that General Galliéni, the Governor-General of Madagascar, would shortly replace M. Beau. This story, too, had only a short run before it was authoritatively contradicted. The real fact is that M. Beau, who did intend to go to France this summer, has now made up his mind to stay in Indo-China, for the reasons which were stated in our issue of the 14th inst.

THE China Navigation Co.'s steamer *Wooning* will proceed to Shanghai to-morrow.

As a result of the fire which took place in Gough Street, some three weeks ago, the Chinese residents of the house are now under trial on the charge of arson. The case was called on at the Police Court yesterday and remanded.

WE are requested to state that, as the Police authorities object to Professor Zancig's hypnotized sleeper being exhibited in the main thoroughfare of the city, which may be the means of the traffic being obstructed by the large gathering collected near the show window, the manager of the Troubadours has decided to place the hypnotized subject on free exhibition all day to-morrow in the corridor of the Connaught Hotel instead of in Messrs. Ullmann's store.

THE *Lancet* reports that the Iowa "Society for the Suppression of Disease and Degeneracy" has prepared a Bill to be submitted to the Legislature of the State providing that, before a marriage licence can be issued to any person in that State, a physician's certificate of examination must be obtained, showing that the said person is physically and mentally qualified to enter into married state under the laws of that State. The State of Iowa has long been in the front rank as regards sanitary, social, and political reforms, and this new departure will be watched with great interest.

THE BRIBERY CASE.

The case in which a cattle dealer was charged with giving a bribe of two \$10 notes to the child of Inspector Watson, on the 31st inst., as reported in the *Telegraph* last evening, was called on this afternoon, at the Police Court, when Mr. Kemp said that there was quite sufficient evidence to convict by reason of the fact that defendant going to the house, where he had never been before, and asking for the inspector; also of his having the envelopes containing the \$10 notes ready prepared; and of his giving such a large amount to such a small child. The man was then formally committed to take his trial at the next Criminal Sessions, bail being allowed in the sum of \$2,500 cash.

A LAND GRABBING CASE.

Charges were preferred against Chun Ng Chung, at the Police Court this afternoon, for having, on the 2nd of March, and other dates, personated Chan Cheung with intent to obtain possession of certain land at Yau-mai, also with forging the name of Chan Cheung to an application for a Crown Lease for the same property; and further, with intent to defraud Chan Cheung, on the 7th of March, endeavouring to induce the Officer Administering the Government to execute a Crown Lease for property situated at Kowloon. The wife of the defendant was also charged as an accessory before and after the fact.

Mr. Goldring, solicitor, of Mr. J. Hastings' office, appeared for the prosecution, and Mr. P. P. Hett, solicitor, of Mr. G. K. Hall Britton's office, appeared for the defence.

Mr. Goldring applied to have both the cases tried together, as the evidence would be identical.

Mr. Hett objected to this course, on the ground that, after hearing the evidence for the prosecution, he might wish to call one defendant as witness on behalf of the other in either case.

After some discussion, Mr. Kemp, the Magistrate, decided that it would be better to try the cases separately.

The case against the first defendant was then begun and is proceeding, the defendant pleading "not guilty."

THE CITY HALL.

As we were going to press last evening the annual meeting of those interested in the City Hall was being held in the Library. There were present the Hon. C. W. Dickson, Hon. H. E. Pollock, K.C., Messrs. B. Layton, H. W. Bird, N. A. Siebs, H. N. Mody and F. B. L. Bowley (secretary).

The report for the 18 months ending 31st December, 1903, was submitted as follows:—The last annual meeting was held on the 26th day of February, 1903.

Committee and Staff—There have been no changes in the Committee since the last meeting, and it now consists of Hon. C. W. Dickson, Chairman, Messrs. B. Layton (Hon. Treasurer), H. N. Mody, N. A. Siebs, and C. S. Sharp and Hon. H. E. Pollock, K.C. Mr. Horsbouse acted as Secretary from 1st July, 1902, to 31st November, 1903, during Mr. Bowley's absence. The City Hall suffered a great loss in July, 1903, in the death of Mr. Lau A Yau, who was comrade at the City Hall for over thirty years.

The Staff of the Building.—The usual annual examination of the building was made by the architects, Messrs. Palmer and Turner, in October, 1903, and the floors of the S. George's and S. Andrew's Halls were found to be quite sound. Several defective beams in the roofs were renewed and other necessary repairs effected. The amount spent on ordinary repairs during the 18 months ending 31st December, 1903, was \$3,032.46. The architects report that extensive repairs to the roofs will shortly be necessary. Two new urinals have been fixed, at a cost of \$1,164.50, and constitute a great sanitary improvement on the old-fashioned fittings which they have replaced.

Theatre, &c.—During the 18 months ending 31st December, 1903, the Theatre was let to the Amateur Dramatic Club, Mr. Bragg, Mr. Dallas, Pollard's Lilliputian and Comedy Companies, and many other minor companies, and the receipts were \$1,164.50.

ing of Auditorium and adapting the stage to the requirements of modern scenery, at a total cost of \$1,164.50. The tariff of rents was raised considerably from 1st January, 1903, in order to meet the fall in exchange, and the receipts show a more than corresponding increase.

The Library.—10 books published in Hongkong were deposited in the Library: numerous newspapers and periodicals have been kindly presented by members of the Committee, by Mr. Barton, Mr. B. Wiley, Mr. H. E. Tomkins, the Hongkong Club, the proprietors of the local newspapers, and of the *Government Gazette*, and others. In December, 1903, the Hongkong Public Library was closed and its valuable collection of books was presented to the Lending Collection of the City Hall Library and amalgamated with it. The joint collection has been catalogued by the Secretary, and now contains about 2,800 volumes of modern literature. The number of visitors to the Library during the 18 months ending 31st December, 1903, was 17,571 non-Chinese and 5,391 Chinese; the number of resident ticket-holders for the Lending Collection was 168 on 31st December, 1903, of whom 14 are Chinese. The free reading-room and lending collection are increasingly appreciated by many sections of the population.

Museum.—There have been no important additions to the Museum, which suffers from the lack of scientific supervision and from climatic influences, but it is still much appreciated by Chinese residents and visitors. The Museum was visited by many thousands of Chinese and a large number of Europeans during the 18 months under review.

Accounts.—The balance in the hands of the Hon. Treasurer when the accounts for 1903 were closed was \$3,938.34. The reserve fund on fixed deposit in the Hongkong and Shanghai Bank has been increased by adding accrued interest and now amounts to \$15,167.71. The expenditure exceeded the ordinary receipts (excluding amount brought forward and interest on fixed deposit) by \$1,235.41; this excess is much more than accounted for by the improvements in the Theatre. It has been decided to close the accounts in future on 31st December instead of 30th June, and in order to effect this change the accounts cover a period of 18 months.

The Chairman said—Gentlemen, the report and accounts have been circulated, and I propose to take them as read. It will be noticed that they cover a period of eighteen months, ending 31st December last. In previous years the report and accounts have been brought up to the 30th June, but it is proposed in future to close them at the end of each calendar year. The committee regret the death of the old comrade Lau A Yau, which occurred last summer; his many years' experience was invaluable to the organisers of entertainments, and it will be difficult to fill his place. It will be noticed that the tariff of rents for the theatre and halls was increased considerably in January, 1903, and the result has been an increase of revenue. On the other hand, an extensive scheme of improvement was taken in hand last year, and completed during the off season at a heavy expense. The theatre has been much improved by the re-modelling of the dress circle in accordance with suggestions made by Mr. Robert Brough, and by the extension of the electric light to the auditorium and the raising of the floor of the stalls; the lavatories, too, have been brought up to date, the total cost being over \$6,500. The collection of books presented by the Hongkong Subscription Library, as mentioned at the last annual meeting, has been amalgamated with the existing lending collection and catalogued. The combined collections constitute a free-lending library on a small scale, which is increasingly appreciated; the library is also much used as a reading-room. It is to be regretted that the terms of the respective trusts preclude the amalgamation of the old "City Library" collections with the newer books. It is practically impossible to improve the Museum, as there is no qualified naturalist or taxidermist on the staff, and, in the absence of any endowment, the committee are unable to engage one. The institution pays its way, but returns no interest on the original capital expended.

The motion, seconded by the Hon. Pollock, was put to the meeting and carried, and the proceedings terminated.

THE TRANS-SIBERIAN RAILWAY.

At the present crisis the eyes of the world in general, and of Russia and Japan in particular, are turned towards what may prove to be the most important factor in deciding the great war now commencing between two powers, one of them of standing amongst civilized races of the West, and the other a rapid but sturdy product of the Farthest East. That the railway only just finished, linking up Europe with North-East Asia, is a work not only of immense importance to the spread of trade and commerce, there are few who will deny. And whatever Russia's motives may have been in inaugurating a work of such magnitude, we cannot but grant to her the fullest meed of credit for the successful carrying through of a scheme so ambitious and presenting such difficulties at the outset as to surrender many expert engineers most sceptical as to the eventual result of the enterprise.

The railway is nevertheless *un fait accompli*, and even in the short period that it has been opened to the traffic of the world, it has more than justified its existence, and has given startling proof to the doubting that communication, even through the most barren and deserted tracts of the earth's surface, may yet be of value to the world at large, and prove more-over remunerative to the founders of the scheme.

With the Trans-Siberian Railway civilized nations are not only concerned in its commercial value. Not so however the nation who is responsible for its existence. Russia is a vast empire, and it is a work of immense importance to the spread of trade and commerce, there are few who will deny. And whatever Russia's motives may have been in inaugurating a work of such magnitude, we cannot but grant to her the fullest meed of credit for the successful carrying through of a scheme so ambitious and presenting such difficulties at the outset as to surrender many expert engineers most sceptical as to the eventual result of the enterprise.

and the sea for the purpose of trade and commerce. But at the same time, Russia, like from very early times shown a strong tendency towards an extension of her territories by right of conquest. Her history throughout is evidence of this tendency; for, although some of these expansions have not been wrought with violence, they have not started with a basis of colonization, nor with a view to an outlet being obtained for surplus population or commerce, as has been the case generally with other European nations.

Hence we may take it for granted that this great work—great in inception as in execution—was not designed primarily with a view to an outlet for expanding trade, or to facilitate communication between the East and West.

No. It is almost certain that the statesman on whose initiative this work was first started had in mind other immediate objects than the advantage of mankind. He had, as one would judge from a knowledge of the man, a profound desire for the advancement of his country into a power whose territory would extend nearly across two continents, and with which, when once surely established, no other nation on earth could hope to vie.

To this end was this work then commenced, and at a sacrifice of enormous toil and outlay was carried to a conclusion. But what was the object aimed at, may be asked, apart from the nominal conquest of Northern Asia?

The answer to this question is not far to seek. Russia has for many years past been casting covetous eyes on the Empire of China—a country vaster by far than herself, richer by far in natural resources than herself, and yet, as she judged and judged rightly, easy of conquest by a Western race, if that race were unscrupulous in its methods and lavish in its promises.

This aim was the *raison d'être* of the railway that now crosses Northern Asia; for it was hoped and believed by those that made it that with such a railway linking up Russia to the Farthest East, China must be at the mercy of Western power, as indeed has proved the case.

But—and this could not have entered into the calculations of the founders of the scheme—it has proved that the absorption of China into the Russian Empire affects more than the two countries primarily concerned. The whole civilized world is interested in greater or less degree in the fate of so huge a country as China. Interests are universally involved, and more so than all in the case of a new and struggling nation rising on the far eastern confines of Asia. To Japan, of all others, was it essential that China should be open to the demands of trade and commerce; for it is the nearest mainland, and promised in time to supply extensive markets for her goods, as well as openings in every kind of enterprise for the pioneers of this rising kingdom.

This then is the cause of the Far Eastern question, and from it may be seen why the Japanese look upon it as vital to their prosperity, and even to their existence as a nation, that China should not become the *chambre à coucher* of a jealous and autocratic power. Apart from this, however, the question of the great railway remains. Whether against the Japanese or against the Chinese, to pour troops from Europe into eastern Asia was clearly its object from the beginning. That against the latter the line might have been equal to the task required of it, may be assumed to be possible; for this could have been done leisurely and by slow degrees, province after province being thus absorbed. Against a determined and energetic foe like the Japanese however the means provided may, and probably will, prove inadequate. It is a line well fitted, no doubt, for slowly filtering troops through from west to east. But it is vulnerable at points for some thousands of miles of its length, and it is eminently ill-adapted to convey large forces in a short period of time over the whole course of its length.

It is in fact at the present juncture a source of weakness to Russia rather than of strength. It represents millions of capital, and must at all costs be guarded. It therefore will lock up thousands of troops in effecting this, even if it is successfully carried out; and at the same time it will not fulfil the desired end, namely, of being a rapid means of transit for troops and stores from west to east—at least in sufficient quantity, to meet the necessities of the case.

Again every mile of it that falls into the hands of the Japanese will be invaluable to them as linking them up to the sea, which they now dominate.

That the Trans-Siberian Railway may be to the world an enormous benefit in the future is undoubted, but—and this is the all important fact—it can never be so in the hands of an ambitious and grasping power.—MANDARIN, in *Rangoon Times*.

THE INTER-VARSITY BOAT RACE.

A special cable says that despite the early hour of 8 a.m. and the cheerless weather, the river was thick with people to witness the University Boat Race.

Cambridge won the Surrey station, and Oxford immediately led, rowing powerfully while the Cambridge crew were going easily. At the mile the Oxonians were a length ahead, and shortly afterwards were clear. Then the Light Blue (Cambridge) quickening began overhauling their rival, and only a quarter of a length separated them at Hammermith Bridge. Moments later Cambridge had gained the Hiberno the struggle had been of the most desperate kind, but the effect of Oxford's early effort was now obvious, it being a matter of time before they would be overtaken.

Cambridge, maintaining splendid form, increased their advantage to three lengths at Hammermith, and eventually won by 41 lengths.

L E G R A M S.

HONGKONG TELEGRAPH SERVICE
FIRE IN KOREA
EMPEROR'S PALACE DESTROYED

CAUSE UNKNOWN.

(From Our Own Correspondent.)

YOKOHAMA, 15th April.

2.40 p.m.

The royal residence at Seoul was destroyed by fire yesterday.

The Emperor escaped at the rear of the burning building and took refuge in the American legation.

Japanese troops were stationed in the vicinity of the palace for the purpose of preventing pillage.

The cause of the fire is unknown.

THE WAR.

ADMIRAL MAKAROFF'S DEATH.

PROFOUND SENSATION IN JAPAN.

(From Our Own Correspondent.)

YOKOHAMA, 15th April.

10 a.m.

When the official confirmation of the death of Admiral Makaroff, which was at first discredited in Japan, was circulated, the most profound sensation was created.

The vernacular papers are unanimous in their expressions of regret of his decease, and refer to him in terms of high praise.

THE "PETROPAVLOVSK'S" CLAIM.

Rear-Admiral Uriu, of Chemulpo fame, who was commanding the third destroyer division, claims the honour of having sunk the battleship *Petro-pavlovsk* and a Russian destroyer.

He further reports that the ships under his command sustained no damage.

FIRE IN QUEEN'S ROAD.

FIVE HOUSES BURNED.

Another fire that has to be noted will go to swell considerably the amount of property destroyed by the conflagrations already recorded this year. The outbreak occurred about 11 p.m. yesterday, at No. 288, Queen's Road Central, the flames spreading rapidly to Nos. 286 and 290, the houses adjoining on either side. No. 284 was slightly damaged with water from the hoses used in extinguishing the fire in the other houses, but the amount of damage done there was quite inconsiderable. The ground floor of the building in which the fire originated was used as a tea shop; while the upper storeys were occupied by the tea dealers as dwelling houses. The fire broke out in the second floor, the upper part of the house being completely gutted, while the tea-shop was also considerably damaged. The damage to the house and shop is estimated at \$10,000, but it was covered to the extent of \$8,000 in various insurance offices. The other houses were also insured to the full extent of the damage sustained. The first indication of the outbreak to the firemen at the Central Station was the bright glare observable over the house, and the men, under Mr. E. R. Hallifax and Mr. MacDonald, Chief Engineer, quickly started for the scene of the outbreak. Upon arriving at the burning buildings they found the fire had been raging merrily for some considerable time, the upper part of No. 288 being fairly ablaze. They at once got to work, and did all that was possible to quell the flames, but as it was at once clear that it was too late to save the first house, and as the fire was already spreading to the house adjoining, their energies were directed to containing the flames within as small an area as possible. Finally, after working for an hour and a half the fire was under control, and no cause for the outbreak could be ascertained, beyond the "probable" spreading of a lamp.

SHIPPING AND TRADING.

The *Yokohama* (Yokohama) is expected to arrive at Yokohama on the 16th inst. The *Yokohama* (Yokohama) is expected to arrive at Yokohama on the 16th inst. The *Yokohama* (Yokohama) is expected to arrive at Yokohama on the 16th inst.

TELEGRAMS.

(Reuters.)

Germany and the Anglo-French Agreement.

LONDON, 13th April. Speaking in the Reichstag, Count von Billow said that Germany had nothing to complain of in reference to the Anglo-French agreement, if only because strained relations between Great Britain and France would imperil the peace of the world.

LATER.

The Tibet Expedition.

The Tibet expedition has reached its destination, Gyantse, without the loss of a man.

The War.

News from St. Petersburg says that the Japanese fleet having appeared off Port Arthur, the Russian fleet put to sea and pursued a portion of the enemy's forces, which later being reinforced, bringing their total to 29 ships, the Russian fleet returned to harbour. On the way back the *Petropavlovsk* struck a mine which exploded and capsized the battleship. The captain, five officers and 32 men, all wounded, were saved. Admiral Makaroff and the whole of his staff were drowned. The Grand Duke Cyril was saved in a wounded condition; his brother the Grand Duke Boris watched the catastrophe from another ship.

BISMARCK & CO.

SOLICITORS AND CLIENTS.

Sitting in Appellate Jurisdiction, at the Supreme Court this afternoon, the Chief Justice, Sir W. M. Gooden, with whom was the Puisne Judge, Mr. T. Sercombe Smith, spoke a few plain words regarding the carelessness that is sometimes displayed in the filing of motions, and said that both his learned brother and himself were agreed that if attention was not paid to the form in which papers were filed solicitors would have to pay the costs out of their own pockets. The remarks were the outcome of a motion made by Kwong Kam Cheuen, Kwong Sui Ling, Lau Ching Ming and Pui Cheong Tong alias Tong Pui Cheong Tong, trading as Hop Sing Tong, that the applications by way of appeals from the decision of Mr. Justice Wise be dismissed, and that the moneys standing in Court to the credit of the actions be paid to the respondents or their solicitors.

The Hon. H. E. Pollock, K.C. (instructed by Mr. G. K. Hall Brutton) appeared on behalf of the appellant, Kwok Chiu Kin, who was a partner, with the respondents, in Bismarck & Co., a firm carrying on business in Hongkong and Port Arthur, and Mr. E. H. Sharp, K.C. (instructed by Mr. E. J. Grist, of Messrs. Wilkinson and Grist) represented the respondents.

Mr. Sharp explained that the facts were, shortly, that the respondents and Kwok Chiu Kin were formerly in partnership in Hongkong, trading under the name of Bismarck & Co., who had a branch in Port Arthur, of which Kwok Chiu Kin was in charge.

The Chief Justice intimated that, before the details of the case were gone into, there was a matter which he would like to have cleared up. What the appellants had to do, if they wished to appeal from the decision of Mr. Justice Wise, was to make an application for leave to appeal. He had searched the files, but could find no motion to that effect, although he noticed that considerable time was taken up in October and November on a motion which appeared to be for leave to appeal. Since then he had ascertained that the papers were not in order.

Mr. Sharp observed that he would make the point a preliminary objection—that the notice of motion by way of appeal is irregular. There was no right to appeal except as expressly conferred by statute.

Mr. Pollock pointed out that there was a special order made by the Court below.

The Chief Justice:—It cannot give leave to appeal.

Mr. Sharp:—It cannot override the Ordinance.

The Chief Justice drew Counsel's attention to the fact that some time ago Mr. Sharp and Mr. Slade both suffered owing to motion papers being in the wrong form, and they desired them put right, but the Court gave a formal ruling stipulating that, unless all the statutory terms were complied with in regard to appeal, the Court below has the right to obtain judgment.

Mr. Pollock admitted that it would have been better in the present instance if the application had been for leave to appeal.

The Chief Justice:—You were arguing the appeal before obtaining leave to do so. I cannot see how we have any jurisdiction to hear you. We cannot hear an appeal unless leave has been granted.

After further argument,

His Lordship said he was sorry to have to dispose of cases in such a way, but irregularities must be put a stop to. The notice paper on which Mr. Pollock moved did not comply with sect. 41 of the Summary Jurisdiction Ordinance, and in the circumstances the application by way of appeal would be dismissed and the money deposited in Court paid out.

As mentioned above, the Chief Justice subsequently said that, in view of the carelessness that was sometimes displayed in filing motions, clients might have to pay costs out of their own pockets. He was very much surprised that they should have to pay costs out of their own pockets in cases like this, where the technical mistakes in which they were guilty were not paid to the matter, his learned brother and himself were of opinion that they would have been better paid to the matter, his learned brother and himself were of opinion that they would have been better paid to the matter, his learned brother and himself were of opinion that they would have been better paid to the matter.

THE WAR.

PORT ARTHUR BOMBARDMENT.

We are indebted to Mr. M. Noma, Consul for Japan, for the following communication:—

Tokyo, 14th April, 7 p.m.

A telegram received by the Government at Tokyo from Rear-Admiral Uryu, the Commander of a detached squadron, states that it is reported by one of our torpedo flotillas that one of our squadrons made close approach to Port Arthur on the 13th inst., and opened fire on the Russian fleet.

During the battle the Japanese warships sank a Russian battleship of the *Petropavlovsk* class, and also a torpedo-boat-destroyer. The whole of our offensive squadron is safe.

The official report from Admiral Togo has not yet been received.

In connection with our wires from the north, printed in yesterday's issue, it was seen that the main Russian force, or some thirty thousand men, is concentrating at Antung-hsien, the commercial centre on the Manchurian shore of the Yalu River. The place lies about fifteen miles above Yungampho, on the opposite bank, and until lately the site of the present town was occupied by millet fields. Under the care of native merchants a prosperous port has been established, the business houses being unusually flourishing. The anchorage is thronged with junks, the port possessing facilities for steamers, which makes it superior to Ta-tung-kao or Yungampho and at once the real business centre on the river. Striking away from Antung-hsien is the Peking Great Road which runs to Liao-yang, while just above the stream divides, the eastern branch being the Yalu. At this point the river becomes shallow and quite unnavigable except for small native craft and the timber rafts. Wiju is ten miles to the east of Antung-hsien.

ST GEORGE TO FIGHT.

EXTRAORDINARY SUPERSTITION OF RUSSIAN PEASANTRY.

The Moscow correspondent of the *Daily Chronicle* writing on March 1st gives this strange glimpse into popular emotions and ideas in Russia as affected by the war. He says:—

A remarkable example of the superstition of the Russian peasants is reported from Tomsk. Since the outbreak of the war the villages in the neighbourhood are in an intense state of religious excitement. Numbers of peasants throng the streets daily, and though they cannot pay the money for the railway journey, they beg to be allowed to go to Moscow to pray for the success of the Russian troops.

The reason for this wave of religious fervour is due to the fact that the peasants declare they have seen in the heavens a blood-red hand, gripping the cross-shaped hill of a sword. They believe it to be the hand of St George the Victory-Bringer.

Their enthusiasm and superstition has been further stirred up by a priest named Athanasius, who has prophesied, that in three months' time St. George himself will appear, seated on a flaming horse, and gallop across Siberia to the sea, so as to strike fear into the heathen hearts of the Japanese.

The armies of the Tsar, predicts Athanasius, will gain a mighty victory, and the Sea of Japan will dry up, as the Red Sea did before the Israelites, so that Russians may march victoriously into Tokyo.

There is a quaint belief among the inhabitants of the Russian villages that General Skobelev, the hero of Plevna, is not dead, but that he has just been detained in a dungeon, from which he has just been released to take command of the army in the Far East.

The legend goes that one day Skobelev came to the Tsar and said, "Sire, let me make war on the Germans." To which the Tsar replied, "Impossible, my son, the Germans are our good neighbours."

Then, Skobelev came a second time and said, "Sire, let me make war on the English." And the Tsar replied, "Impossible. The English are the best customers we have."

Again, a third time, came Skobelev, and pleaded to be allowed to make war with Turkey, whereupon the Tsar grew angry, and caused him to be exiled to the dungeon of Sucharew, saying, "You shall remain there until you can speak Japanese, and you shall not speak Japanese until the time comes when I shall make war against Japan!"

Now, this war has commenced, and Skobelev has come from his dungeon to take his place at the head of the troops who are fighting against the Mikado's troops.

This is the story which the peasants recite to one another with childlike simplicity and faith.

ITEMS.

King Edward in the course of an interview with the leader of the Arbitration parliamentary group from France expressed a hope that the press of all nations, English included, would endeavour to alleviate the difficulties in the present international crisis. His Majesty remarked that he was quite distressed over the Russo-Japanese war which was a most deplorable event. On the other hand, he found that the good understanding with France had never been more useful than at the present time because, besides the individual interest being on good terms with each other, France and England have even higher interest in the restoration and maintenance of the general peace. If complications arose it would then be more particularly for France and England to render the greatest service. Whatever happens this union must closely be maintained for the benefit of all.

News has been received at Bombay from an unimpeachable source that the Russians have a secret coal supply at the island of Jebel Zugur and the warships which have been patrolling the Red Sea have obtained their necessary supplies there, at least one large collier, probably several others, is concealed in one of the inlets behind the island. The island of Jebel Zugur is the largest of a cluster of islands which lie off the south-eastern coast of the Arabian peninsula at a distance, roughly estimated, of about 200 miles to the north of Perim Isle.

It is stated there is good authority for saying that the moderation of Japan's last note to Russia was due to the influence of the British Foreign Office. The disclosure has increased Parliamentary feeling in favour of Japan.

KUROPATKIN IN THE FIELD.

THE MEMORABLE CAREER OF RUSSIA'S WAR LORD.

The great Tsars of Russia, somebody said, when they want a man, go out into the street and find one. It is another way of saying that the Tsar's Ministers spring from nowhere.

It is almost true. Russia has had an Empress who began life as a peasant and married a Swedish dragoon, and it was an Armenian who all but destroyed the autocracy of the Tsars and set Russia, among the progressive nations. Sergius de Witte, descendant of a Dutchman, started at wayside railway station on the career which has brought him almost to the head of the State.

So, too, with the man who to-day holds the keys of all the mysteries of the great Russian war machine. Alexei Nikolaievich Kuropatkin, who is to leave on Thursday to take command of the troops in Manchuria, began life as a sub-lieutenant. His early days were lived in an atmosphere of war. Russia was at war then, as she is now, and the founding of a great empire in the unknown immensities of Asia was the dream of the soldiers and statesmen who were building up the Russia of to-day. The great highways of Asia had fallen under her control, and the conquest of the Caucasus was within her grasp. The spirit of war was abroad in the land, and Kuropatkin heard the beating of its wings.

THE CONQUEST OF ASIA.

It was a time for young men to dream dreams. The veil of mystery was slowly being lifted from the great Islam wonderland. Tashkent fell one morning, and in the evening General Cherniaieff was drinking tea with the Tsar's new subjects. The Emir of Bokhara, who had thrown two English officers from the top of a tower, gave way with 40,000 men before 4,000 Russian troops. Khodjent fell at the point of the bayonet after a storming of seven days. In these events Kuropatkin first tasted war, and he must still remember the day when the gates of Samarcand were opened to the Russians, and 8,000 of the Tsar's picked troops marched into the capital of Tamerlane. The sub-lieutenant came out of the war a full lieutenant with two crosses of honour.

But he had yet to complete his studies, in which he had done so well that he was allowed to finish them abroad. He came to Berlin, and to Paris, and in the French capital he rendered a service which France has not yet forgotten. He was in France at the fall of Sedan, the siege, and the Commune. He met Marshal MacMahon, and the President invited him to share in the reorganising of the cavalry of France.

WITH SKOBELEFF AT PLEVNA.

It was the young man's opportunity, and General Gelliff will recall to the delight with which he informed MacMahon that the best results of the work were due to Kuropatkin. In that marvellous rejuvenation of France which broke the peace of Bismarck, Alexei Kuropatkin played his part. He was given the cross of the Legion of Honour, the first Russian officer to bear the distinction.

Back in his own land, the young lieutenant saw more fighting in Turkestan. Russia fought and won, and in the great campaign which ended in the annexation of Kokand to the general government of Turkestan, Kuropatkin was chief of staff to Skobelev. He was sent to find the famous Yakub Bek and settle a frontier which nobody understood. With a wounded arm, he set out through the wilds against the Tartar tribes, rode 2,500 miles on horseback, and returned in a year with his work well done. He brought back more honours, wrote a book on Kashgaria, and received the Geographical Society's gold medal.

THE GALLANT 30.

Kuropatkin rose high, and was at the right hand of Skobelev when the "White General" stormed Plevna. "Kuropatkin is the only man capable of performing so dangerous a mission," Skobelev said once. We need not recall the great deeds of Plevna. Inside its gates and out among things were done. Three thousand Russians fell in one hour in trying to drive Osman Pasha and his Turks to surrender. Kuropatkin, the only officer on Skobelev's staff who remained alive, went to meet the Turks in the redoubt, with three hundred men behind him. He drove the Turks back but returned with a handful of his three hundred, and with a wound in his head which kept him in hospital for a month. Skobelev retreated, leaving 800 dead followers behind him, and in the winter which followed 6,000 more died from the cold. But the brave troops fought on, across sheets of ice, through blinding snows. Plevna had fallen at last, and at Sheinoz 13,000 Turks laid down their arms. Kuropatkin added to his fame by a wonderful piece of mining, through which he forced his way into a fortress and laid the foundation of the final conquest of the Mongol hordes.

Kuropatkin's life has changed since the days of the expeditions into the deserts of Asia, and he has been at great in peace as he was in war. He was made Governor of the new territories, and under his away Transcaspia changed from the wild country it had been to a

place of towns and cities, with railroads, churches, banks, schools, and cotton fields. It is not surprising that, after eight years, the Governor of Transcaspia was called to St. Petersburg to take charge of the army, to control the machine for which Russia pays thirty millions sterling every year, which can call to arms to-morrow, if the Tsar wills, as many men as there are human beings in London.

FACING A CRISIS.

Kuropatkin is young, as age goes among statesmen. He will be only fifty-six next month. He is an inspiring figure, trusted because he has never been afraid. Five years ago Kuropatkin was warned that the great powder magazine at St. Petersburg was to be blown up within twenty-four hours, and the magazine at Toulon, too. Toulon was outside his sphere, but Kuropatkin, who received the warning while in bed, rose and went at once to the St. Petersburg magazine stores. Calling together officers and men, he inspected the stores, declared the inspection satisfactory, and gave every man three days' leave as a token of his pleasure. Within an hour the stores were empty. Other guards and sappers were summoned; a rampart was dug round the magazine, and before night it was certain that any danger that had existed had been averted. Nothing happened; but next morning the powder magazine at Toulon was blown up.

"In war," said Napoleon, "men are nothing; the man is everything." In Russia men are nothing, but the Tsar owes his empire, with all that it is for good or for ill, to the man whose watchword from the cradle to the grave is "Mighty Russia and the Tsar." Among such great Russians is the War Lord of to-day. From his youth up to now, "Mighty Russia and the Tsar" has been the gospel of Alexei Nikolaievich Kuropatkin.

THE CROWN LAND CASE.

JUDGMENT.

In delivering judgment in the action brought by Cheung Kam Tin, compradore, of Wellington Street, against Creasy Ewens, solicitor, for 19,382.01 damages, and interest on this amount from the 30th October, 1903, the Chief Justice said he had carefully examined the bill which the defendant sent to plaintiff in November of 1901, and which was paid in March of 1902, and it was perfectly clear that Mr. Ewens, in drawing that bill, did not attempt to ask the plaintiff to pay for the agreement as he was acting for the vendor. At this time the present action was not pending, therefore, His Lordship did not think Mr. Ewens was solicitor for the plaintiff when the agreement was made. With regard to the plaintiff's allegation that Mr. Ewens said he could get a 75 years' lease for the whole of the land, His Lordship did not believe any intelligent man would allow such an important matter as that to be left out of the assignment, if it was to be for 75 years for the whole. Unless the man was a fool he would have taken great care that it was in the assignment. The plaintiff had, whilst in the box, shown himself to be a very acute man, and His Lordship thought he would have had it stated in the assignment. Mr. Rumjahn had stated that at the time he would have given three lakhs for the land for 75 years. The plaintiff only gave \$99,000. His Lordship thought and found that the assignment and the agreement represented precisely what was intended by Mr. Ewens, and he did not believe the statement of the plaintiff's that there was an absolutely inconsistent and supplementary clause verbally arranged between the parties, at the very time they had hardly signed. The Chief Justice did not believe for one minute that Mr. Ewens said he would guarantee he could get a 75 years' lease for the whole. In the first instance it would be absurd. If he had said it the plaintiff would have insisted on having it put into the deed of assignment. Mr. Ewens acting without another solicitor in the matter might have an effect on the case, but His Lordship did not think it ought to. There must be judgment for the defendant with costs, and that judgment was given. His Lordship did not think this case had shown any fault whatever or any negligence, but he did think it one that showed how very much more prudent it was when dealing with property of very large value, to have a solicitor on each side.

R. A. O. B. BALL.

AT THE CITY HALL.

The officers of King Edward VII Lodge, Royal Antediluvian Order of Buffaloes, deserve every praise for the delightful entertainment provided to over two hundred dancers at the City Hall last evening. These gentlemen included Messrs. J. H. Oxberry president; G. G. Burnett, vice-president; Yung Lee, treasurer; J. J. Blake, secretary; E. W. Rogers, Hung Mak Hoi, J. Johnson, I. P. Madar, Goodall, R. A. Collins, S. Musso and Staff-Sergeant Hyett. The preparations made for the comfort of the guests were carried out with much thoughtfulness and taste, and at the conclusion of the dance, about four o'clock this morning, it was agreed on all sides that the first ball of the Hongkong Buffaloes was a success in every sense of the word. The function commenced at nine o'clock, when bandmen of the Sherwood Foresters struck up a quadrille, and got nearly a hundred couples into step on the well polished floor of St. George's Hall. On either side hung flags of every description, while bayonets and spears bristled on the walls. Elsewhere decorations had been effectively displayed, the grand staircase receiving considerable attention, H.E. Major-General Villiers Hatton, C.B., having lent several trophies for the occasion, while Mr. R. A. Collins, and the Committee of the City Hall assisted in several ways, towards this end. Mr. J. H. Oxberry and Staff-Sergeant Hyett were the M.C.s.

COMMERCIAL.

The week's quotations close as follows:—

Hongkong Banks	...	\$645 b. 663 s/
Union Insurance	...	\$505 b.
China Traders	...	\$59 s.
Cantons	...	Tls. 177 1/2 b.
Hongkong Fires	...	\$287 1/2 b.
China Fires	...	\$83 s.
H.K. C. & Macao Steamboat	...	\$28 1/2 b.
Indo-Chinas	...	\$93 s.
China Manillas	...	\$21 1/2 s.
Douglas	...	\$35 b.
Star Ferries	...	\$31 s. & b.
do. (new)	...	\$18 1/2 b.
Shell Transport	...	21/- b.
China Sugars	...	\$122
Raubs	...	\$6 s.
H.K. & Whampoa Dock	...	\$206 s.
Kowloon Wharves	...	\$96 b.
Farnhams	...	Tls. 147 1/2 b.
Hongkong Lands	...	\$147
Kowloon Lands	...	\$35
West Points	...	\$53
Hongkong Hotels	...	\$132 s.
Green Islands	...	\$23 s.
A. S. Watsons	...	\$14 1/2 b.
Hongkong Electric	...	\$13 b.
do. (new)	...	\$7 s.
Fenwicks	...	\$47 s.
China Providents	...	\$8 85
Watkins	...	\$7 b.
Ices	...	\$215 s.

TO-DAY'S EXCHANGE.

London—Bank T.T.	...	1/8 1/2
Do. demand	...	1/8 1/2
Do. 4 months' sight	...	1/9 3/16
France—Bank T.T.	...	2/18
America—Bank T.T.	...	42 1/2
Germany—Bank T.T.	...	1/78
India T.T.	...	120 1/2
Do. demand	...	120 1/2
Shanghai—Bank T.T.	...	7 1/2
Japan—Bank T.T.	...	86
Singapore—Bank T.T.	...	Nominal
Java—Bank T.T.	...	104 1/2
4 months' sight L/C.	...	1/9 5/16
6 months' sight L/C.	...	1/9 7/16
30 days' sight San Francisco & New York	...	4 1/2
4 months' sight do.	...	4 1/2
30 days' sight Sydney and Melbourne	...	1/9 9/16
4 months' sight France	...	2 1/2
6 months' sight "	...	2 1/2
4 months' sight Germany	...	1 1/2
Bar Silver	...	24 1/2
Bank of England rate	...	4 %

OPIMUM QUOTATIONS.

To-day's quotations are as follows :-		Per chest
Malwa New	@	960/1,020
" Last year	@	1,060/1,100
" Oldest	@	1,120/1,200
Patna New	@	1,355
Benares New	@	1,345
Persian (Paper)	@	880/950

To-day's Advertisements.

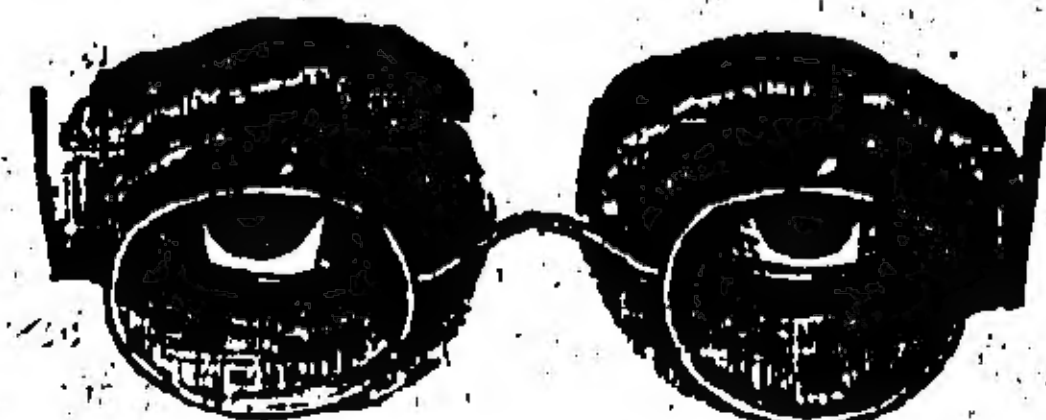
PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON TUESDAY, the 19th April, 1904, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road, (Corner of Ice House Street), 30 Cases SARDINES, 52 Cases GLENMILLAR WHISKY, 8 Cases BEER, 100 Cases LAUNDRY SOAPS, 1 Case FLANELLETES, ALSO 2 SCALES and One SAFE. TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 15th April, 1904. [516]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, ON WEDNESDAY, the 27th April, 1904, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's, Kowloon, A QUANTITY OF DAMAGED CARGO, EX S.S. "GLENMURRET." TERMS:—As usual. For full particulars, apply to HUGHES & HOUGH, Auctioneers. Hongkong, 15th April, 1904. [514]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES. No charge for testing the eyes. Glasses and frames of all kinds and qualities. Prices from \$2 upwards. 16, QUEEN'S ROAD, CENTRAL. Hongkong, 6th November, 1903.

To-day's Advertisements.

HONGKONG HOTEL.
DINNER.
TO-MORROW (SATURDAY), 16th April.
MENU.
HORS D'OEUVRES.
Sardines on Anchovy Toast.
SOUP.
Potage Princess.
FISH.
Baked Salmon a la Pegnese.
ENTREES.
Lamb Cutlets a la Catalany.
Lobster a l'Americaine.
Cucumber Farce.
CURRY.
Succob.
JOINTS.
Roast Sirloin of Beef and Horseradish.
Roast Capon and Celery Sauce.
Boiled York Ham and Champagne Sauce.
COLD.
Spiced Beef and Plain Salad.
SWEETS.
Pudding a la Diplome.
Glacé a la Nesselrode.
Topsy Cake. Peach Tart.
DESSERT.
Coffee, Fruits. [515]

EXTRA ATTRACTION.

THEATRE ROYAL, CITY HALL.
TO-NIGHT! TO-NIGHT!!
A STARTLING SENSATION.

PROF. ZANCIG will put a HYPNOTIZED SUBJECT Selected from the Audience to SLEEP TO-NIGHT for 24 HOURS, he will then be placed on FREE EXHIBITION ALL DAY SATURDAY in the CORRIDOR of the CONNAUGHT HOTEL, QUEEN'S ROAD, instead of J. ULLMANN & Co.'s STORE, and will be AWAKENED SATURDAY NIGHT in the THEATRE in FULL VIEW of the AUDIENCE.

DON'T FAIL TO SEE THIS WONDERFUL MIRACLE in conjunction with Mr. M. B. LEAVITT'S TROUBADOURS. BEAR IN MIND THE GREAT DOUBLE SHOW TO-NIGHT. SPECIAL GRAND MATINEE, TO-MORROW (SATURDAY), at 3 O'CLOCK. Arranged for Ladies and Children. Matinee Prices:—Dress Circle \$2, Stalls \$1, Pit 50 cents. Children and Amahs Half-prices to all parts of the Theatre. Booking at ROBINSON PIANO CO., LD. SATURDAY NIGHT POSITIVELY LAST PERFORMANCE. Hongkong, 15th April, 1904. [494]

Intimations.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H.M. THE KING
and
H.R.H. the PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO, Queen's Road Central. [F]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HYSON"	On 18th April.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 24th April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 13th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"TELEMACHUS"	On 26th April.
LONDON & ANTWERP	"ANTENOR"	On 10th May.
*GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 20th May.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"HYSON"	On 19th April.
S.S. "PING SUEV" left Victoria, B.C. for Japan and Hongkong on 24th March.		
S.S. "AGAMEMNON" will leave Victoria, B.C. for Japan and Hongkong on 21st April		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th April, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, TSINGTAO and TIENTSIN.	"KANSU"	18th April.
KOBE	"TSINAN"	19th " at 4 p.m.
FORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	23rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th April, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 16th April, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 23rd April, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 9th April, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"NICOMEDIA"	4,371	A. Wagner	April 14, 1904.
"ARABIA"	4,483	"	"
"AROGONIA"	5,198	"	"
"NUMANTIA"	4,370	"	"

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent

HONGKONG-MACAO LINE.

S.S. "WING CHA"
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including
cabin and servant), \$5; Return Ticket, \$5.
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class
Single Ticket, \$5; Return Ticket, \$5. Return
Ticket including Cabin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok
Street.The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 9th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain Ramsey, of 1,088 tons, Registered, is
the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class, \$3.00 for Single journey.
2nd " 1.50 " " "
Meals, 1.00 each. " "
The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.WENDT & CO.,
Canton Agents.

Hongkong, 2nd April, 1904.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China
Also widely circulated in Japan, Cochinchina,
China, Ceylon, India and the Far East
generally.A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.A special feature is made of full and accurate
reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.Special attention given to effectively display-
ing advertisements.The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES

(per inch.)

One week	\$ 2.85
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	5 per cent.
6 "	10 "
12 "	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
5¢ each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at
THE HONGKONG TELEGRAPH
OFFICE.Estimates given for all classes of work on
application toTHE MANAGER,
HONGKONG TELEGRAPH CO., LD.,
1, Ice House Road,
Hongkong.

HONGKONG METEOROLOGICAL.

SIGNALS

A NEW CODE.

We have received from the Hongkong
Observatory a new code of meteorological
signals which comes into force at Hongkong
on New Year's Day. They are the same as
those at present in use at Shanghai, and will
be hoisted on the mast beside the time-ball at
Kowloon Point for the information of masters
of vessels leaving the port. They do not neces-
sarily imply that bad weather is expected. The
signals are as follows:—A cone point upwards indicates a typhoon to
the North of the Colony.A cone point upwards and drum below indi-
cates a typhoon to the North-East of the
Colony.A drum indicates a typhoon to the East of
the Colony.A cone point downwards and drum below
indicates a typhoon to the South-East of the
Colony.A cone point downwards indicates a typhoon
to the South of the Colony.A cone point downwards and ball below
indicates a typhoon to the South-West of the
Colony.A ball indicates a typhoon to the West of
the Colony.A cone point upwards and ball below indi-
cates a typhoon to the North-West of the
Colony.Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.Black Signals indicate that the centre is
believed to be less than 300 miles away from
the Colony.The above signals will, as heretofore, be
hoisted only when typhoons exist in such posi-
tions or are moving in such directions that in-
formation regarding them is considered to be of
importance to the Colony or to shipping leav-
ing the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad
weather in the Colony and that the wind is
expected to veer.Two lanterns hoisted horizontally indicate
bad weather in the Colony and that the wind is
expected to back.The signals are repeated on the flagstaff of
the Godown Company at Kowloon, and also,
by day only, at the Harbour Office and on the
M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching
typhoons by means of the Typhoon Gun placed
at the foot of the mast, which is fired whenever
a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.WEATHER-FORECASTS and STORM-
WARNINGS are exhibited on the above boards
daily about 11 a.m., and also at other hours,
day or night, whenever necessary. Informa-
tion of importance is also issued by "Express."THE CHINA COAST METEOROLOGICAL
REGISTER is exhibited at the same places daily
about noon. It contains observations made at
Hongkong and at a number of stations in the
Far East, together with Remarks, Weather-
forecasts, and information regarding the exist-
ence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may,
whenever necessary, call at the Telegraph
Company's Office in Connaught Road and
send telegrams to the Observatory asking for
special information without charge. Such
inquiries may also be sent from the Police
Station at Kowloon Point which is connected
with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather
to be expected while signals are hoisted, and
sailing directions, are given in "The Law of
Storms in the Eastern Seas."F. G. FROO,
Acting Director

HONGKONG AVERAGE MARKET

PRICES.

Corrected 6th April, 100 cts. per 5 Mts.

BUTCHER MEAT.

Beef—sides & prime cut—Mei Lung Pa	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	14
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjain—Ngau Lau	26
" Sausages—Ngau Yuk Chang	16
Bullock's Brains— " Know	8
" Tongue fresh—Ngau Li	45
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	13
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Con	9
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai- tau-keok	45
Mutton Chop—Yeung Fai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
Pigs' Chidlings—Chi cheong	7
" Brains—Chi Know	per set
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	13
" Heart—Chi Sum	each
" Kidneys—Chi Yiu	pair
" Liver—Chi Kon	each
Pork, Chop—Chi Pai Kwat	20
" Corned—Ham Chu Yuk	18
" Leg—Chu Pei	22
" Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau Keok	55
" Heart—Yeung Sum	each
" Kidneys—Yeung Yiu	9
" Liver—Yeung Con	each
Sucking Pigs, To Order—Chu Chai	10
Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	20
" Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	30
Capons, Large, Small—Sin Kai	32
Ducks—Ap	18
Doves—Pan Kau	each
Eggs, Hen—Kai Tan	per doz.
Fowls, Canton—Kai	28
" Hioan—Hoi Nam Kai	21
Geese—Ngor	each
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	55
Partridge—Che Khoo	60
Pheasant—Shan Kai	1.60
Pigeons, Canton—Pak Kup	each
" Hoihow—Hoihow Pak Kup	each
Quail—Um Chun	25
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	58
" Hen— " Na	58
Wild Ducks, Shanghai, Sui-ap	pair
Teal, Shanghai, Sui Ap Chai	each
Wild Ducks Canton—Sang Shing Sui Apea	per pair \$1.25

FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	14
Carp—Li Yu	10
Catfish—Chik Yu	10
Codfish—Mun Yu	14
Crabs—Hoi	16
Cuttle Fish—Mok Yu	12
Dab—Sa Mang Yu	11
Dace—Wong Mei Lun	11
Dog Fish—Tit Yu Sa	9
Eels, Congor—Hoi Man Yu	16
" Fresh water—Tam Sui Yu	24
" Yellow—Wong Sin	24
Frogs—Tien Kai	24
Grouper—Sek Pan	10
Gudgeon—Pak Kup Yu	10
Herrings—Tao Pak	18
Halibut—Cheung Kwan Yu	18
Labrus—Wong Fa Yu	18
Loach—Wu Yu	24
Lobsters—Lung Ha	18
Mackerel—Chi Yu	24
Monk Fish—Mon Yu	24
Mullet—Chai Yu	24
Oysters—Sang Hoo	20
Parrotfish—Kai Kung Yu	15
Perch—Tau Loo	14
Pike—Fa Paw Poong	11
Plaice—Pan Yu	13
Pomfret, Black—Hak Chong	20
Pomfret, White—Pak Chong	20
Prawns—Ming Ha	48
Ray—Pei Pa Sa	8
Rock Fish—Sek Kau Kung	9
Roach—Chun Yu	9
Salmon, (Chon), fresh water—Ma Yan Yu	22
Shark—Sa Yu	9
Skate—Po Yu	10
Shrimp—Ha	24
Sole—Lap Yu	22
Sole—Sa Yu	22
Tench—Wan Yu	14
Turbot—Choi Yu	20
Turtles, small, fresh water—Kok Yu	20
White Bait—Ngau Yu Chai	—

Apples, (California)—Kam San Ping	60
" (Chefoo)—Tin Chun Ping	—
" (Small)—Hoi Tong	—
" Custard—Fan Lai Chi	—
Bananas, fragrant, Canton—Sang Sheng	—
Heung Chiu	4
" (brides), Macao—San Heung Chiu	3
Chestnuts, Chinese—Foong Lut	10
Carabola—Yeung Tou	—
Cocoanuts—Yeh Tai	10
Grapes—Sin Tai Tsai	—
Lemons, China—Ning Moong	4
" Amer.—Kum San Ning Moong	5
Lichees, Dried—Lai Chi Con	15
" Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning	—
Moong	7
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tai	dos.
Oranges, (Canton)—San Sheng Tim	—
Chang	5
" Small—Tai Kut	5
" Mandarin—Tim Kut	10
Olives—Pak Lam	7
Pears, (American)—Kam San Shui Li	—
" (Canton), Cooking—Sa Li	8
" (Shanghai)—Sheung Hoi Li	10
Peanuts, Fa Sang	10
Pistachios Large, Hong Chiu	—
Pine-apples, 1st quality—Sheung Poon	—
Ti Paw-lau	6
" and cooking—Chung-lau	—
Paw-lau	—
Platams—Tai Chen	2
Plums, Swatow—Hung Lai	—
Pumelo, Siam—Chim Lo Yau	10
Walnuts, Hop Tou	12
" Green—Sang Hop Tuo	—
VEGETABLES, &c.	
Artichokes, Shanghai—Sheung Hoi Ah	—
Chi Chai	4
Beans, (French) Macao—Oh Moon Pin	—
Tau	4
Beans, (French), Shanghai—Sheung Hoi	—
Pin Tau	—
Beans, Sprout—Ah Choi	—
Beans Long—Tau Kok	—
Beet Root—Hung Choi Tau	2
Brinjals, Green—Cheng Yuen Ker	3
Brinjals, Red—Hung Ker	2
Brassica—Pak Choi	1
Bamboo Shoots—Chook Shus	7
Cabbage, Chinese, com—Kai Choy	3
Cabbage Root—Kai Lan Tau	2
Cabbage, (Shanghai)—Yeh Choi	—
Cane Shoots, bunch—Kau Shun	3
Cauliflower, Large size—Tai Yeh Choi	18
" Medium size—Cheung Yeh	15
Choi-fa	15
Cauliflower, Small size—Sai Yeh Choi-fa	12
Carrots—Kam Shun	4
Celery, Chinese—Tong Kan Choy	5
Celery, English—Yeung Kan Choi	5
Celery, White—Pak Yeung Kan Choi	6
Chilies Dried—Con Lat Chiu	30
" Red—Hung Fa	45
" Green—Cheng Lat Chiu	35
Curry Stuff, English—Ka Lee Choi Liu	5
Cucumbers—Cheng Kwa	4
Bitter Squash—Fu Kwa	—
Garlic—Suen Tai	5
Ginger, young—Sun Tse Keung	—
" old—Lo Keung	4
Horse Radish, Shanghai—Lik Kan	18

Shipping.

Arrivals.
 Kelvin, Br. s.s., 2,266, W. G. McLennan, 14th April.—London via Singapore 8th April, Gen.—N. Y. K.
 Rainbow, Am. cruiser, 4,000, Comdr. J. B. Collins, 14th April.—Cavite 12th April.
 Binh-Thuan, Fr. s.s., 981, Ribault Lagasne, 14th April.—Hilo 10th April, Wood and Sugar.—B. & Co.
 Pronto, Ger. s.s., 632, H. Grandt, 14th April.—Newchwang and Chafon 8th April, Beans.—H. A. L.
 Loonggang, Br. s.s., 1,991, G. S. Weigall, 15th April.—Manila 12th April, Gen.—J. M. & Co.
 Haiching, Br. s.s., 1,267, A. E. Hodgins, 15th April.—Fochow 12th April, Amoy 13th, and Swatow 14th, Gen.—D. L. & Co.
 Phranang, Ger. s.s., 1,021, F. Mangelsdorf, 15th April.—Bangkok 6th April, Rice.—B. & S.
 Taksang, Br. s.s., 998, Baker, 15th April.—Canton 15th April, Gen.—J. M. & Co.

Departures.

April 15.
 Idomeneus, for Singapore.
 Hysgavia, for Singapore.
 Niconia, for Portland.
 Thales for Coast Ports.
 Jacob Diederichsen, for Hoihow.
 Satsuma, for Shanghai.
 Yunnan, for Canton.
 Bjorn, for Kobe.
 Sungkang, for Manila.
 Hongkong, for Haiphong.
 Woonung, for Shanghai.
 Cheoyang, for Shanghai.

Passengers Arrived.

Per *Binh Thuan*, from Hilo.—Messrs. Edward C. Pfeider, Alex. Final, and Miguel Gonias.
 Per *Loonggang*, from Manila.—Messrs. Sherham, J. C. Miller, C. Asker, Sisters Garbins, Reysite, Delfero and Resalia Reyes.
 Per *Haiching*, from Coast Ports.—Messrs. P. Janier, C. G. Mackie, E. T. C. Verner, G. O. Tucker, Edward Stevens, J. G. Nicholas, N. T. King, Wong Chung Cho, and 199 Chinese.

Shipping Report.

Str. *Haiching* from Fochow.—Light N.E. winds, and fine weather.

Str. *Loonggang* from Manila.—Fine weather, smooth sea, light winds N. and N.E'y, hazy, off Wagon.

Steamers Expected.

Vessels	From	Agents	Due
Clavering	Kobe	C.C. Co., Ltd.	April 16
Laisang	Singapore	J. M. & Co.	April 17
Armenia	Manila	H. A. L.	April 17
Polynesian	Singapore	M. M. & Co.	April 18
Manila	Singapore	P. & O. Co.	April 18
Hysan	Singapore	B. & S.	April 18
Siberia	Japan	P. M. Co.	April 19
Tartar	Vancouver	C. P. R. Co.	April 22
Empire	P. Darwin	G. L. & Co.	April 24
Indrapura	Portland	P. & A. Co.	May 11

Hongkong & Whampoa Dock Returns.

Vessels	At	Kowloon	Dock
H.I.G.M.S. Moewe	"	"	"
Athenian	"	"	"
Ovid	"	"	"
Adamastor	"	"	"
Charles Hardouin	"	"	"
Empress of India	"	"	"
Nanshan	"	Cosmopolitan	"

Ships Passed The Canal.

Outward.—16th March—*Standard*, *Kelvin*, *Armenia*, *St. Meridian*, *Maria*, *Kilda*. 18th March—*Voronej*, *Brinkhuel*. 22nd March—*Hyson*, *Oldenburg*, *Dornoch*, *Thyra*, *Orange*, *Ness*. 25th March—*Arragon*, *Palma*, *Salvage*, *Strasbourg*. 30th March—*Aragonia*, *Bennahr*, *Angus*, *Sinooon*. 6th March—*Bayern*, *Pera*, *Moyune*, *Deucalion*, *Ella*, *Sagami*, *Theodor*, *Wille*, *Gerd*. 9th April—*Ernest*, *Sinooon*, *Tilania*, *Gisela*, *Plantamar*, *Verona*, *Ulysses*, *Segovia*, *Algonia*. 13th April—*Sanda*, *Schuyll*, *Kill*.
 Homeward.—18th March—*Alasia*, *Alecinous*. 30th March—*Macduff*, *Radsnorshire*. 9th April—*Onia*, *Roan*. 13th April—*Soatra*.
 Arrivals at Home.—16th March—*Ambria*, *Himera*, *Prinsesse Maria*. 18th March—*Lowther Castle*, *Syria*, *Vindobona*, *Maria Valeria*. 22nd March—*Yarra*, *Nestor*. 25th March—*Gera*, *Nubia*. 30th March—*Glenloch*, *Warrburg*, *Denbighshire*. 6th March—*Toider*, *Kintuck*, *Seydlitz*, *Hudson*. 9th April—*Palermo*, *Australien*, *Palermo*. 13th April—*C. Ferd*, *Laissa*, *Keemun*.

Vessels in Port.

STRAMERS.
 Auchencrag, Br. s.s., 2,542, M. B. Reid, 10th April.—Westport via Sydney 19th Mar., Coal.—Admiralty.
 Athenian, Br. s.s., 2,440, S. Robinson, 7th April.—Vancouver, B.C. 7th Mar., and Shanghai 4th April, Gen.—C. P. R. Co.
 British Trader, Br. s.s., 2,170, R. E. Hutchinson, 12th April.—Barry 15th Feb., Coal.—H. B. M. S. Government.
 Carl Diederichsen, Ger. s.s., 772, H. Schlaikier, 14th April.—Haiphong and Hoihow 9th April, Gen.—J. & Co.
 Chunsang, Br. s.s., 1,418, Cox, 10th April.—Sourabaya 31st Mar., Sugar.—J. M. & Co.
 Chwanshan, Br. s.s., 1,281, J. D. Jenkins, 12th April.—Saigon 8th April, Gen.—B. & Co.
 Claverley, Br. s.s., 1,502, Wm. P. Putt, 12th April.—New York via Singapore and Manila 9th April, Gen.—S. T. & Co.
 Cragoswald, Br. s.s., 2,084, J. Peam, 7th April.—Cardiff 15th Feb., Coal.—Admiralty.
 Cyrus, Br. s.s., 2,174, F. Simmons, 12th April.—Japan 7th April, Rice.—Samuel & Co.
 Doric, Br. s.s., 4,975, H. Smith, R.N.R., 6th April.—San Francisco 5th Mar., Honolulu 12th, Yokohama 25th, Kobe 27th, Nagasaki 29th, and Manila 4th April, Mails and Gen.—O. & O. S. S. Co.
 Empress of India, Br. s.s., 3,002, O. P. Marshall, 12th April.—Vancouver 21st Mar., and Shanghai 10th April, Mails and Gen.—C. P. R. Co.
 Evandale, Br. s.s., 2,468, Euyers, 5th April.—Penarth 13th Feb., Coal.—Admiralty.
 Ferndene, Br. s.s., 2,448, R. J. Fisher, 13th April.—Rangoon 30th Mar., Rice.—Order.
 Glenshiel, Br. s.s., 2,204, E. Warner, R.N.R., 13th April.—London via Singapore 27th Feb., Gen.—McG. B. & Gow.
 Gregory Apar, Br. s.s., 2,040, J. G. Oliffent, 12th April.—Calcutta 26th Mar., via Penang and Singapore 7th April, Gen.—D. S. & Co., Ltd.
 Henthdene, Br. s.s., 2,740, H. R. Ketley, 12th April.—Mojoi 6th April, Coal.—B. & Co.
 Hoihow, Fr. s.s., 509, Caste, 13th April.—Haiphong and Hoihow 12th April, Gen.—A. R. M.
 Hong Bee, Br. s.s., 2,056, H. Peters, 14th April.—Singapore 8th April, Gen.—Chinese.
 Hopsang, Br. s.s., 1,359, J. M. Hay, 12th April.—Saigon 8th April, Gen.—J. M. & Co.
 Hugen, Norw. s.s., 829, Gothey, 7th April.—Mojoi 1st April, Coal.—Arigaara Thoresen & Co.
 Isle de Negros, Am. s.s., 200, Lantilgen, 7th April.—Manila 3rd April, Ballast.—B. & Co.
 Ismailia, Br. s.s., 3,381, A. E. Stebbing, 11th April.—Rangoon via Singapore 29th Mar., Rice.—J. M. & Co.
 Marie, Jebson, Ger. s.s., 2,220, Bendixen, 7th April.—Java Ports 29th Mar., Sugar.—Tung Kee.
 M. Struve, Ger. s.s., 966, P. Brandt, 14th April.—Tamsui 10th April, Amoy 14th, and Swatow 13th, Gen.—S. & Co.
 Nanshan, Br. s.s., 1,299, E. F. Stovell, 6th April.—Saigon 2nd April, Rice.—B. & Co.
 Paklat, Ger. s.s., 1,018, H. Bandelin, 14th April.—Bangkok 7th April, Rice and Teakwood.—B. & S.
 Petrarch, Ger. s.s., 1,252, Ch. Ahrens, 14th April.—Saigon 9th April, Rice and Rice-flour, &c.—Wing Sing & Co.
 Phra Chom Klao, Ger. s.s., 1,011, D. Reimers, 13th April.—Bangkok 6th April, Rice.—M. & Co.
 Queen Louise, Br. s.s., 2,170, Nicoll, 12th April.—Cardiff 10th Feb., Coals.—D. & Co., Ltd.
 Rubi, Br. s.s., 1,611, R. W. Almond, 11th April.—Manila 9th April, Gen.—S. T. & Co.
 Taishan, Br. s.s., 1,121, J. Jenkins, 12th April.—Saigon 7th April, Rice and Cotton.—B. & Co.
 Tsinan, Br. s.s., 2,630, C. Lindbergh, 14th April.—Manila 11th April, Gen.—B. & S.
 Yiksang, Br. s.s., 1,236, Bowker, 13th April.—Hongay 9th April, Coal.—J. M. & Co.

SAILING VESSELS.

Algoa Bay, Br. bq., 1,111, Title, 4th Mar.—Hongay 15th Feb., Coal.—B. & S.
 Arrow, Br. 4-masted bq., 2,971, McDonald, 17th Mar.—from New York, Kerosine Oil.—S. O. Co.
 Maria Le, Ital. bq., 1,118, D. Urso, 9th April.—Freemantle 7th Feb., Sandalwood.—Order.

Post Office.

A Mail will close for:—
 Manila—Per *Rubi*, 16th April, 9 A.M.
 Pakhoi—Per *Hothko*, 16th April, 9 A.M.
 Kobe—Per *Evandale*, 16th April, 10 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric*, 16th April, 11 A.M.
 Bangkok—Per *Cragoswald*, 16th April, 11 A.M.
 Macao—Per *Hungshan*, 16th April, 1.15 P.M.
 Namtau—Per *Taichun*, 16th April, 5 P.M.
 Sanbut—Per *Hoi Fu*, 16th April, 5 P.M.
 Macao—Per *Wingchai*, 16th April, 5 P.M.
 Swatow, Amoy and Foochow—Per *Haiching*, 16th April, 5 P.M.
 Swatow, Amoy and Tamsui—Per *M. Struve*, 16th April, 5 P.M.
 Hoihow and Haiphong—Per *Carl Diederichsen*, 16th April, 5 P.M.
 Canton—Per *Honam*, 17th April, 9 A.M.
 Canton—Per *Fatshan*, 17th April, 9 A.M.
 Namtau—Per *Taichun*, 17th April, 9 A.M.
 Sanbut—Per *Hoi Fu*, 17th April, 9 A.M.
 Macao—Per *Wingchai*, 17th April, 9 A.M.
 Macao—Per *Heungshan*, 18th April, 1.15 P.M.
 Swatow, Tsingtau and Tientsin—Per *Kansu*, 18th April, 3 P.M.
 Manila—Per *Loonggang*, 18th April, 3 P.M.
 Europe, &c., India, via Taitcorin—Per *Salute*, 19th April, 11 A.M.
 Singapore, Penang and Calcutta—Per *Gregory Apar*, 19th April, 2 P.M.
 Kobe—Per *Tsinan*, 19th April, 3 P.M.
 Hoihow—Per *Pronto*, 19th April, 5 P.M.
 Manila—Per *Zafiro*, 23rd April, 9 A.M.
 Europe, &c., India, via Taitcorin—Per *Bengal*, 23rd April, 11 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 27th April, 10.45 A.M.
 Europe, &c., India, via Taitcorin—Per *Prinz Heinrich*, 27th April, 11 A.M.

Books containing stamps of the following denominations may be obtained at the counter of General Post Office for \$1.00 each.

16 stamps at 4 cents.
 12 " " 2 " "
 12 " " 1 " "

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.

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Scale of charges as follows:—

1 lb. to 3 lbs.—\$1.15
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Greatest length 2 feet.

" length and Girth 4 feet.

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THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 15th at 11.25 a.m. The barometer has risen in NE. Japan, where the greatest pressure is now found, and fallen at all other stations.

Gradients are slight on the China Coast and light E. winds may be expected in the Formosa Channel. Over the northern part of the China Sea they are also very slight, and light E. to S. winds may be expected.

Forecast:—Light E. to S.E. winds; overcast, misty.

CHINA COAST METEOROLOGICAL REGISTER.

April 15th, 1904, a.m.

	Bar.	Th.	Hu.	Wind	Wr.
Vladivostok	7 a.m.	—	—	—	—
Nemuro	8 a.m.	30.24	—	NW	6
Hakodate	"	30.29	—	NE	2
Tokio	"	30.95	—	E	4
Kobe	"	30.95	—	N	4
Nagasaki	"	30.95	—	SE	2
Oshima	"	30.95	—	—	—
Naha	"	30.97	—	E	0
Ishigakijima	"	30.93	—	E	2
Taihou	5 a.m.	30.93	—	—	—
Taichu	"	30.91	—	N	2
Tainan	"	30.93	—	N	2
Koshun	"	30.92	—	—	—
Pescadore	"	30.93	—	NE	6
Weihaiwei	9 a.m.	30.15	40	E	2
Gutslaff	"	30.03	50	E	2 omd
Sharp Peak	"	29.95	62	91	0
Amoy	6.30 a.m.	30.00	66	95	SE 1 m
Swatow	9 a.m.	29.93	73	—	E 2 c
Canton	"	—	—	—	—
Hongkong	10 a.m.	29.88	72	93	E 2 c
Victoria Peak	"	—	—	—	—
Gap Rock	"	29.89	—	—	E 2
Macao	"	29.9	78	—	ESE 1 c
Haiphong	"	—	—	—	—
Manila	"	29.87	81	71	W 1 c
Bacolod	9 a.m.	—	—	—	—
Hilo	"	29.84	83	—	ENE 3 c
Cebu	"	29.87	83	—	N 2 b
C. St. James	10 a.m.	—	—	—	—

	April 14 at 10 a.m.	April 15 at 4 p.m.
Barometer	29.99	29.88
Temperature	76	76
Humidity	81	82
Rainfall	—	—

Intimation.

A WONDERFUL DISCOVERY.
 This is a discovery of research and experiment, when nature's secrets are revealed by the scientific method. It is a discovery of the most important kind, and one which will revolutionize the medical world. It is a discovery which will cure the most stubborn and dangerous diseases, and which will save the lives of millions of people. It is a discovery which will be the greatest boon to humanity since the discovery of penicillin. It is a discovery which will be the greatest triumph of science since the discovery of the atom. It is a discovery which will be the greatest achievement of the human mind since the discovery of the laws of physics. It is a discovery which will be the greatest revelation of the secrets of the universe since the discovery of the laws of chemistry. It is a discovery which will be the greatest discovery of the century since the discovery of the laws of biology. It is a discovery which will be the greatest discovery of the age since the discovery of the laws of psychology. It is a discovery which will be the greatest discovery of the world since the discovery of the laws of sociology. It is a discovery which will be the greatest discovery of the race since the discovery of the laws of politics. It is a discovery which will be the greatest discovery of the nation since the discovery of the laws of economics. It is a discovery which will be the greatest discovery of the world since the discovery of the laws of religion. It is a discovery which will be the greatest discovery of the age since the discovery of the laws of philosophy. It is a discovery which will be the greatest discovery of the century since the discovery of the laws of science. It is a discovery which will be the greatest discovery of the world since the discovery of the laws of nature. It is a discovery which will be the greatest discovery of the race since the discovery of the laws of life. It is a discovery which will be the greatest discovery of the nation since the discovery of the laws of death. It is a discovery which will be the greatest discovery of the world since the discovery of the laws of existence. It is a discovery which will be the greatest discovery of the age since the discovery of the laws of non-existence. It is a discovery which will be the greatest discovery of the century since the discovery of the laws of the universe. It is a discovery which will be the greatest discovery of the world since the discovery of the laws of the cosmos. It is a discovery which will be the greatest discovery of the race since the discovery of the laws of the earth. It is a discovery which will be the greatest discovery of the nation since the discovery of the laws of the sky. It is a discovery which will be the greatest discovery of the world since the discovery of the laws of the sea. It is a discovery which will be the greatest discovery of the age since the discovery of the laws of the land. It is a discovery which will be the greatest discovery of the century since the discovery of the laws of the air. It is a discovery which will be the greatest discovery of the world since the discovery of the laws of the fire. It is a discovery which will be the greatest discovery of the race since the discovery of the laws of the water. It is a discovery which will be the greatest discovery of the nation since the discovery of the laws of the earth. It is a discovery which will be the greatest discovery of the world since the discovery of the laws of the sky. It is a discovery which will be the greatest discovery of the age since the discovery of the laws of the sea. It is a discovery which will be the greatest discovery of the century since the discovery of the laws of the land. It is a discovery which will be the greatest discovery of the world since the discovery of the laws of the air. It is a discovery which will be the greatest discovery of the race since the discovery of the laws of the fire. It is a discovery which will be the greatest discovery of the nation since the discovery of the laws of the water. It is a discovery which will be the greatest discovery of the world since the discovery of the laws of the earth. It is a discovery which will be the greatest discovery of the age since the discovery of the laws of the sky. It is a discovery which will be the greatest discovery of the century since the discovery of the laws of the sea. It is a discovery which will be the greatest discovery of the world since the discovery of the laws of the land. It is a discovery which will be the greatest discovery of the race since the discovery of the laws of the air. It is a discovery which will be the greatest discovery of the nation since the discovery of the laws of the fire. It is a discovery which will be the greatest discovery of the world since the discovery of the laws of the water. It is a discovery which will be the greatest discovery of the age since the discovery of the laws of the earth. It is a discovery which will be the greatest discovery of the century since the discovery of the laws of the sky. It is a discovery which will be the greatest discovery of the world since the discovery of the laws of the sea. It is a discovery which will be the greatest discovery of the race since the discovery of the laws of the land. It is a discovery which will be the greatest discovery of the nation since the discovery of the laws of the air. It is a discovery which will be the greatest discovery of the world since the discovery of the laws of the fire. It is a discovery which will be the greatest

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 19th April, 1904, at 1 P.M., the Company's Steamship "SALAZIE," Captain Nègre, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 18th April, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 7th April, 1904.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL."

Captain G. Philipps, carrying His Majesty's Mails, will be despatched from this Port BOMBAY, on SATURDAY, the 23rd April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th April, 1904.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1904
Lyra	4,417	G. V. Williams	May 4
Shawmut	9,606	W. M. Smith	May 21
Victoria	3,502	J. Truebridge	May 21
Tremont	9,606	T. W. Garlick	May 21

Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

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For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 6th April, 1904.

Consignees.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SATSUMA," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 13th April, 1904.

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship

"CLAVERLEY."

Captain W. P. Pull, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Stevedoring Co., at Wanchai, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 19th instant at 2.30 P.M.

All Claims for damage must be presented before the 23rd instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 13th April, 1904.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW.

Hongkong, 13th April, 1904.

To be Let.

TO LET.

ONE OFFICE ROOM on second floor, Prince's Buildings.

Apply to—

REUTER, BROCKELMANN & Co.

Hongkong, 6th April, 1904.

TO LET.

MEIRION, Nos. 1 and 2, BOWRING VILLAS, No. 2.

Apply—

HUGHES & HOUGH,

8, Des Vaux Road.

Hongkong, 2nd April, 1904.

TO LET.

A HOUSE in KNUITSFORD TERRACE, No. 3, CANTON VILLAS.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th April, 1904.

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

TO LET.

A SMALL OFFICE, in Central of DES VEAUX ROAD.

Apply to—

"B. C."

C/o Hongkong Telegraph

Hongkong, 15th March, 1904.

TO LET.

NO. 6, BARROW TERRACE, KOWLOON. Available 1st March.

Apply to—

THE SAM WANG CO., LD.

Hongkong, 5th February, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & FORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERV.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$ 25	\$10,000,000 \$5,500,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8=£12.994 for half-year ending 31.12.1903	64%	\$8.10
National Bank of China, Limited.	4,453	£10	£8	\$500,000 \$175,533	\$21,668	\$1 (London 3/6) for 1913	51%	London 663
Do. Founders'	750	£1	£1	\$191,973		None		\$31
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$500,143 \$784,415 \$906,872 \$900,000	\$1,959,926	\$32 for 1902	64%	\$490 buyers
China Trade Insurance Company, Limited	21,000	\$83.33	\$15	\$151,912 \$331,342 \$322,138	Nil.	\$4 for year ended 30.4.1903	64%	\$59
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 674 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$675,000 \$ 43,130	\$186,284	\$12 for 1901	9%	135
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$9,000	\$110,551	\$15 for 1902	84%	\$175
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000	\$371,110	\$12 1/2 for 1902	8%	\$285 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,250,000 \$125,675 \$3,561	\$319,047	\$6 dividend & \$1 bonus for 1902	84%	\$83 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$633,000 \$149,409 \$140,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2%	\$24 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£100,000 £870	£5,380	10/- for 1902	6%	\$93
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$32 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$71,815	Nil.	\$3 for year ended 30.6.1903	84%	\$35
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$55,000	\$337	\$1.20 for year ending 30.4.03	4 1/2%	\$31 sales
Straits Steamship Company, Limited	5,000	\$100	\$5	\$77,750		\$8 for second half year 1902	31 1/2%	\$181
"Shell" Transport and Trading Company, Limited	1,000,000	£1	\$100	\$350,000 £4,000	\$19,555	Interim of 1/- (Coupon No. 4) for 1903	11 1/2%	\$145
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000	Tls. 805	Final of Tls. 1 making Tls. 2 for 1903	54%	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 201,614		Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2%	Tls. 47 sales
Do. Preference	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 1 1/2 making Tls. 3 1/2	7 1/2%	Tls. 46 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$113 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,450	Tls. 2 1/2 for year ending 30.9.03	5%	Tls. 50 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,539,652	Fcs. 85,706	Interim of Fcs. 30 for 1903		\$500
Raub Australian Gold Mining Company, Limited	150,000	£1	£18/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$6 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 620 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	7%	\$206 sales
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 1/2%	Tls. 147 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,850,000		\$6 for first half year 1903	7 1/2%	\$250 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000		\$10 div. and \$2 1/2 bonus for 1903	8 1/2%	\$100 buyers
Do. Preference	2,750	\$100	\$100	\$150,000		\$7 dividend	6 1/2%	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$5,000		\$10 for first half year 1902		\$205 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,000 \$50,080 \$39,000	\$28,015	Final of \$14 making \$5 for 1903	54%	\$96 buyers
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,013	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2%	Tls. 150 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	10 1/2%	Tls. 180
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$4,548	\$2 1/2 for 1902	6 1/2%	\$374 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Final of \$6 making \$12 for 1903	8 1/2%	\$147 sales
Shanghai Land Investment Company, Limited	54,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2%	Tls. 107 sales
Tientsin Land Investment Company, Limited	5,250	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7%	Tls. 150 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	Tls. 335	Interim of Tls. 2	7 1/2%	Tls. 35
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2%	\$31
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	6%	\$53
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$107,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2%	\$132
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 33,000	Tls. 1,837	Interim of Tls. 5	6 1/2%	Tls. 150 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$32,500	Tls. 1,496	\$2 1/2 for year ended 30.6.03	7 1/2%	\$35 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804		Tls. 14 for the year ending 31.3.1903	10%	Tls. 15 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	Tls. 1,496	First year	10 1/2%	Tls. 35
Tientsin Hotel, Limited	600	\$20	\$20	none	\$1,989	\$5 for the year ending 31.3.1903	10 1/2%	\$20
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 3,530	Interim of Tls. 3 1/2	7 1/2%	Tls. 48 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$100,000 \$50,000	\$99,177	90 cents for 1903	8 1/2%	\$10
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2%	Tls. 31
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	H. Tls. 30,098	Tls. 88,034	Interim of 3/4 s/c 1898		Tls. 25
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Nil.	Interim of 4 s/c 1898 on 60,000 shares		Tls. 35
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	none	Dr. Tls. 4,965	4% for 1897		Tls. 170
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$ 0	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	44%	\$144 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	12%	Tls. 50 buyers
Alhambra, Limited	300	\$200	\$200	\$45,000	\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10			First year		\$10 buyers
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$5 for 1903	64%	\$23 sales
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	7 1/2%	\$20 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$150,000 \$25,000	\$3,077	Interim of 50 cents for 1903	7%	\$14 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	15 1/2%	\$4 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000		\$5 for year ended 31.7.1902		\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$5,000		80 cents for 1903	9%	\$9
Hongkong Electric Company, Limited	30,000	\$ 0	\$10	none	\$3,453	90 cents for year ending 30.4.1903	7 1/2%	\$15 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,815	£7,387	1/4 div. and 2/- bonus for 1902	64%	\$140 buyers
Shanghai Gas Company, Limited	8,000	Tls. 50	Tls. 50	Tls. 46,000	Tls. 7,548	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 5 1/2 for 1903	7 1/2%	Tls. 112 sales
Shanghai Waterworks Company, Limited	7,700	£20	£20	Tls. 140,000	Tls. 7,369	Final of 37/6 making 52/6 for 1903	7 1/2%	Tls. 400
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 15 for 1903	12 1/2%	Tls. 140 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year		Tls. 110 sales
Hall & Holtz, Limited	21,000	\$20	\$10	\$186,000	\$12,802	Interim of \$3 for 1903		\$30 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7%	\$10
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3 1/2 for 1903	7 1/2%	\$140
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	71 1/2%	\$220
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000		\$7 for second half-year 1903	71 1/2%	\$100 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$4,783	\$20 for year ending 30.11.1903	64%	\$200
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$29,000	\$3,029	\$2 1/2 for year ending 31.12.03	64%	\$22 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$906	\$3 for 1903	8 1/2%	\$30 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£738	None		
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$14,000	\$119	90 cents for year ended 31.5.1903	71 1/2%	\$100
Do. Founders'	100	\$10	\$10			Final of 60 cts. making \$1.20 for the year		
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	Dr. \$1,548	None		
China Light and Power Company, Limited	15,000	\$10	\$10	none	\$7,053	Interim of 50 cents for 1903	10 1/2%	\$10
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	First quarterly dividend of Tls. 10		
Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 3,469	Tls. 27,187	Tls. 5 for 1903		
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 30,000	Tls. 10,247	Final of Tls. 5 making Tls. 10 for 1903		
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,788	Final of Tls. 1.20 making \$1.20 for 1903		
Central Stores, Limited, Ordinary	6,000	\$15	\$12	\$1,700	\$1,353	Final of \$1.20 making \$1.20 for 1903		
Do. Founders'	123							
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 6,595	Tls. 1 for 1903		
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 4 for 1903		
Katz Brothers, Limited	10,000	\$100	\$100	\$16,000		\$10 for 1901		
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000		\$5 div. and 2/- bonus for half year		
Fraser and Neave, Limited	4,500	\$10	\$50	\$169,116		\$2 div. and \$2 bonus for 1903		
Maynard and Company, Limited	3,400	\$10	\$10	none		\$2 for year ending 30.6.1903		
Shanghai & Hongkong Dyeing and Cleaning, Co., Ltd.	1,200	\$50	\$50			First year		
South China Morning Post, Limited	6,000	\$25	\$25			First year		